



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

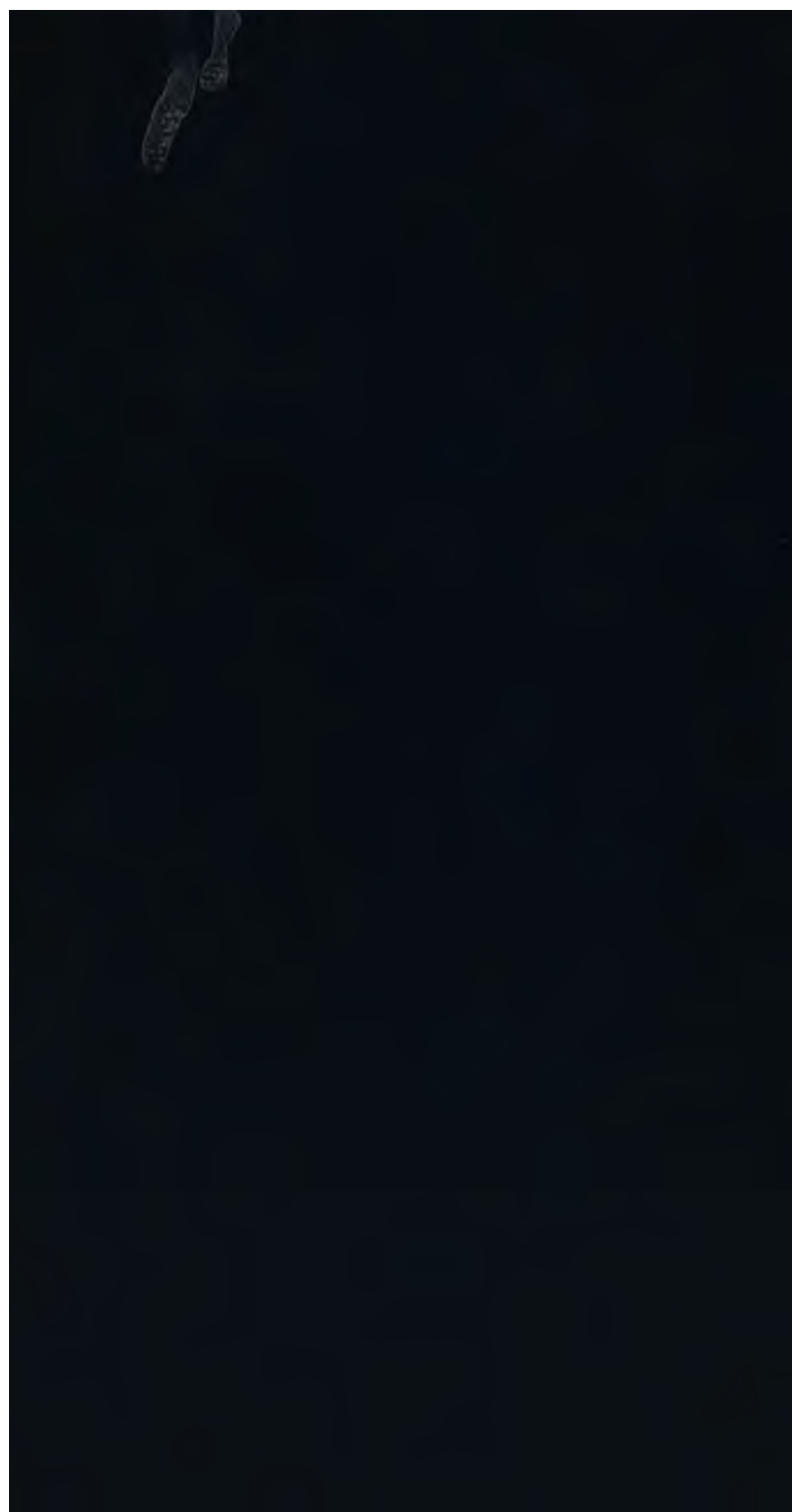
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

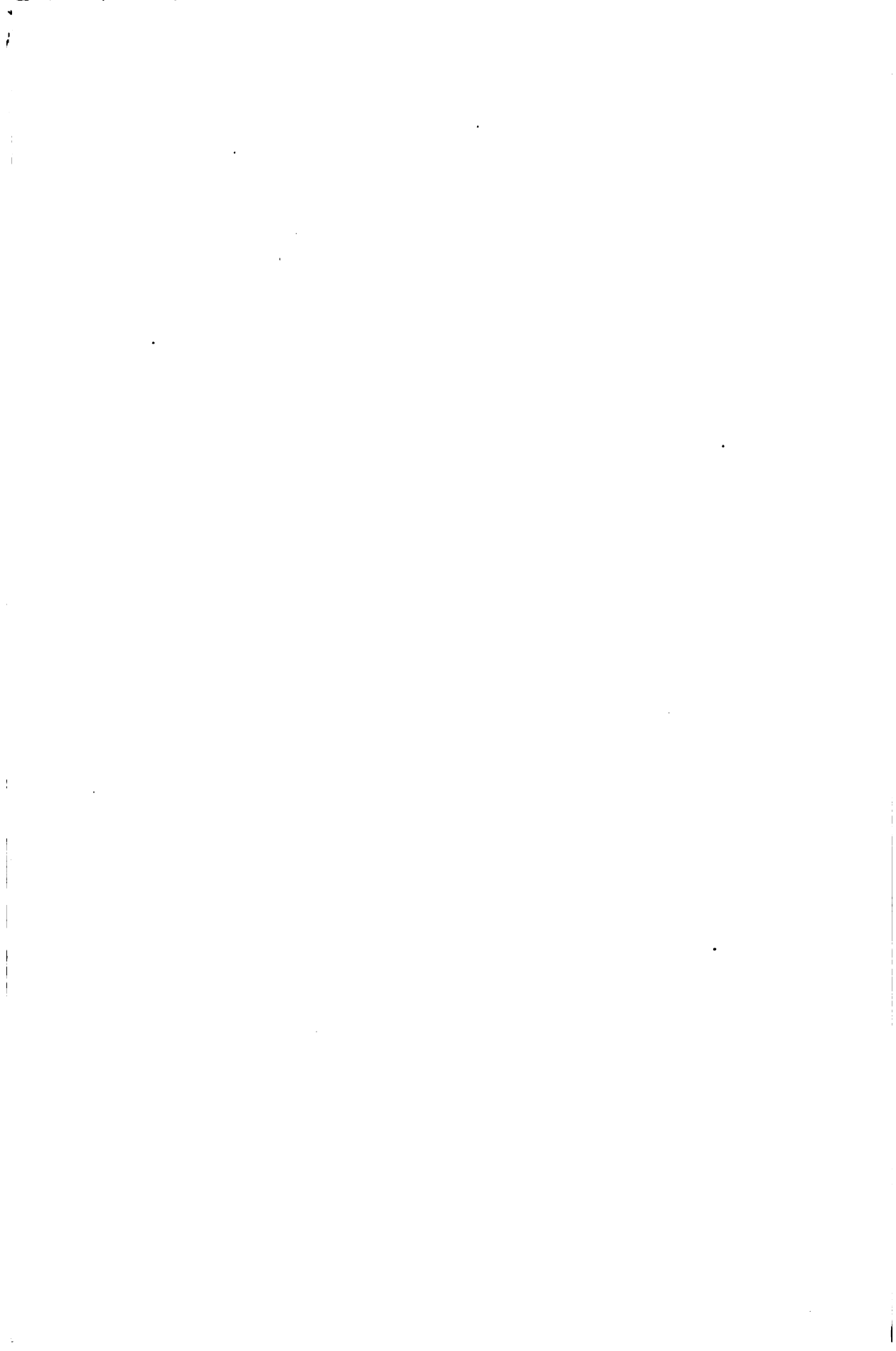
We also ask that you:

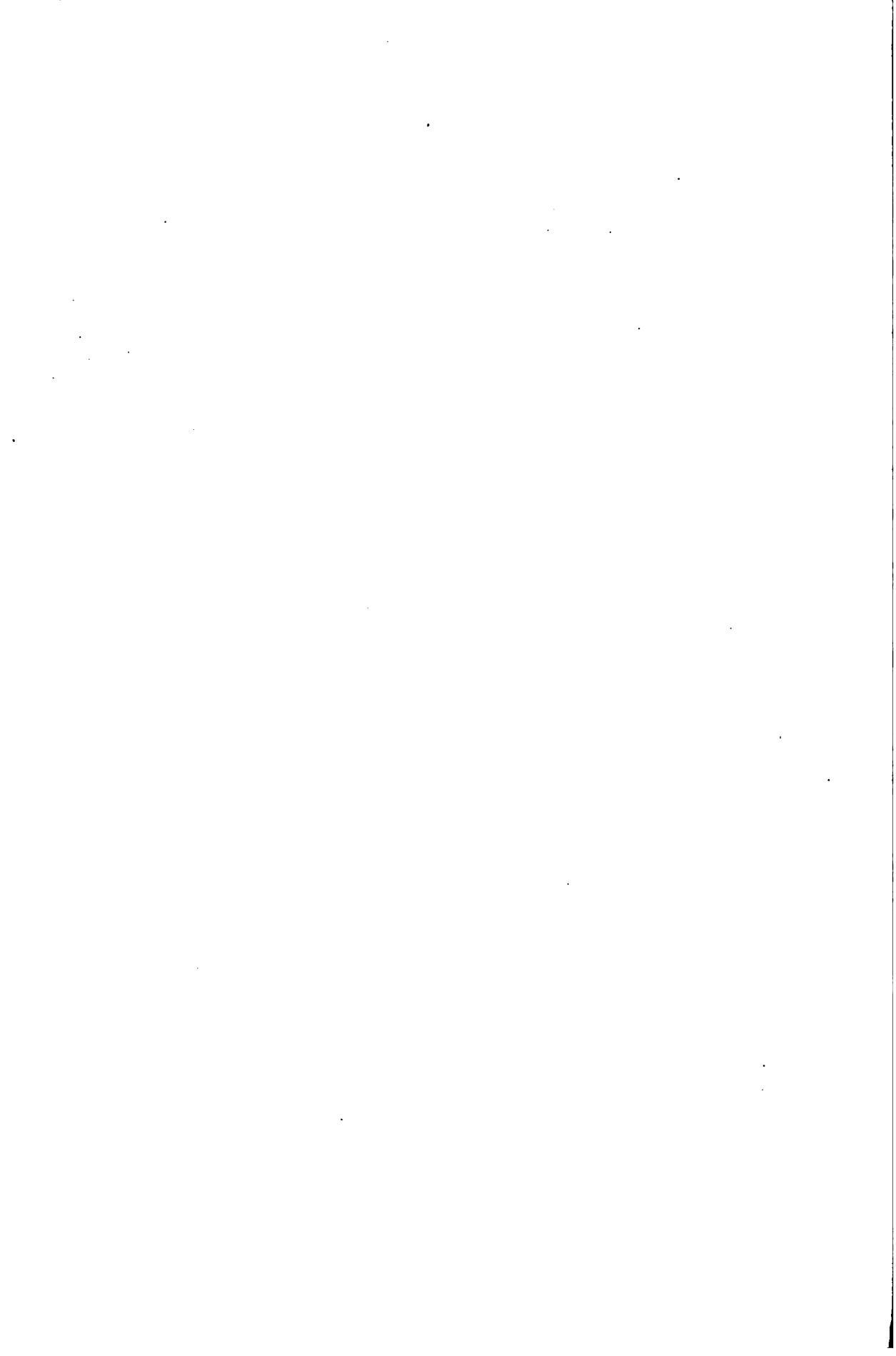
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>







BOOK OF THE

ROYAL BLUE

319188

TABLE OF CONTENTS.

| | Page |
|--|--------|
| In October. By Strickland W. Gillman..... | 1 |
| Greenland Gap. By Elihu S. Riley..... | 2-3 |
| West Virginia. By H. L. Snyder..... | 6-8 |
| The New Railway Station at Youngstown, Ohio..... | 9 |
| The Cary Sisters and "the Old Homestead"..... | 11-13 |
| The National Museum at Washington..... | 15 |
| Saw the First Railway Born..... | 17 |
| Humor and the Humorist..... | 18-20 |
| Stub Ends of Thought { By Arthur G. Lewis..... | 21 |
| Loyalty..... | |
| The New 23d Street New York Terminal { of the Baltimore & Ohio Railroad..... | 22, 23 |

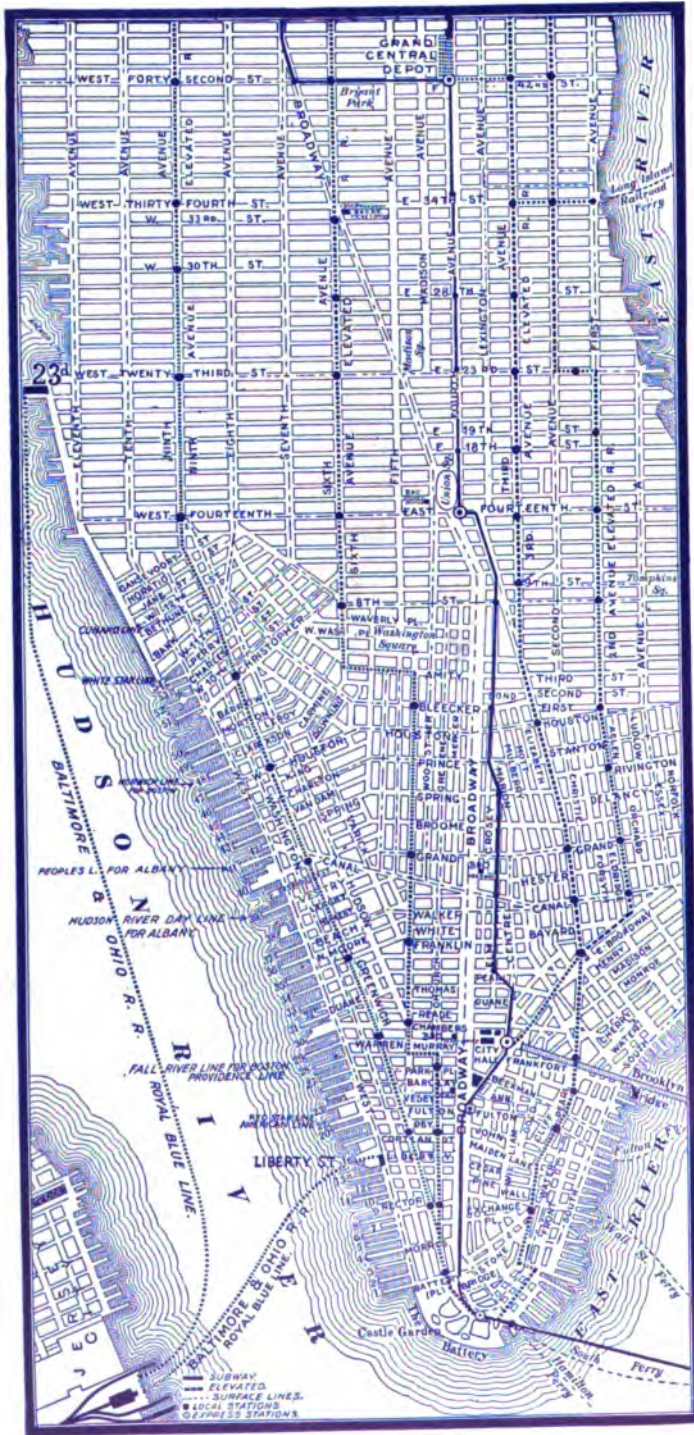
ILLUSTRATIONS.

| | |
|--|--------------|
| The National Museum, Washington..... | Frontispiece |
| The Hill Road..... | 4 |
| West Virginia..... | 5-8 |
| New Railway Station, Youngstown, Ohio..... | 9 |
| "Clovernook"—the Cary Homestead..... | 10 |
| Alice and Phoebe Cary..... | 12 |
| Interiors National Museum, Washington..... | 14 |
| Washington Relics..... | 15-16 |

PRICE 5 CENTS. 50 CENTS PER YEAR.



23d St. The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

Baltimore & Ohio

NEW TERMINAL

AT

23^d

STREET

New York City

**The Center *of the*
Hotel, Theatre *and*
Shopping District**



Electric Cab Service

FROM

23d Street Terminal, N. Y.

| | 1 or 2 Passengers | 3 or 4 Passengers |
|--|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity..... | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 59th Street and Washington Square: First hour... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs... 20c each

Only one such trunk carried on any vehicle.
No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Royal Blue Trains

OF THE

BALTIMORE & OHIO

RUN ON SCHEDULES
EASY TO REMEMBER

From Washington
to New York

“EVERY ODD HOUR”

7, 9, 11, 1, 3 and 5 o'clock
also at 11.30 p. m. and 2.57 a. m.

From New York
to Washington

“EVERY EVEN HOUR”

8, 10, 12, 2, 4 and 6 o'clock
also at 7.00 p. m. and 12.15 night
(Time shown from Liberty Street; 23d Street, 10 minutes earlier)

Between Baltimore
and Washington

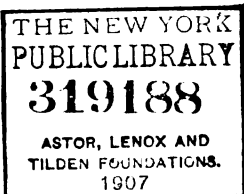
“Every Hour on the Hour”

DURING THE DAY, WEEK DAYS
BOTH DIRECTIONS

PULLMAN SERVICE ALL TRAINS



THE NATIONAL MUSEUM, WASHINGTON.



BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1905, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, OCTOBER, 1905.

No. 1.

IN OCTOBER.

BY STRICKLAND W. GILLILAN.

Sky as blue as ever smiled above Italia's sun-kissed plains;
Air as soft and sweet and balmy as in blest Arcadia's lanes;
Sunshine mellow as the apples that our boy-lips loved to kiss,
And as golden as our boy-dreams that were redolent of bliss;
Distance purple as the mountains guarding Colorado's wealth—
Every breath a benediction and a perfect bill of health;
Forests, gold and brown and crimson, flank the sward of richest green—
And it's only in October that such days as these are seen.

Rustling shocks of corn are huddled 'mid the greenly gleaming wheat,
Peeping through the loamy fallow at their old and withered feet;
Pumpkins—monster Klondike nuggets—have been snugly stored away
To await their call to duty on the glad Thanksgiving day;
While beneath the forest monarchs all the leafy woodland floor
With a wealth of nuts and acorns is profusely covered o'er.
In the apple orchard yonder ruddy fruitage hides the ground—
And it's only in October that such wealth as this is found.

But the Dreamer—Oh, the Dreamer! On such wondrous days as these
He can hear a thousand voices whisp'ring to him in the breeze;
In the sifting, shifting sunlight, as it filters through the leaves,
Hordes of filmy fairies dancing, in his fancy, he perceives.
In the peaceful, purple distance, by a poet's frenzy driven,
He can glimpse the fields elysian and the battlements of Heaven.
Then he sees as old-time prophets saw when glory round them gleamed—
And it's only in October that such dreams as these are dreamed.

GREENLAND GAP.

BY ELIHU S. RILEY.

"**I**F you want to see rocks, go to Greenland Gap." This was the sententious advice that a mountaineer gave me in the fastnesses of the Alleghenies, when he had discovered that I was "one of those city folks who like to go around looking at rocks."

Nature wrought a wondrous work when it forged Greenland Gap. This pass is a break in the New Creek Mountains, a branch of the Allegheny system, and lies about twenty-one miles west of Keyser, West Virginia, on the Baltimore & Ohio Road, in the county of Grant, in the war-born State. What mighty and sudden convulsion of nature wrought, if it did, this chasm in the range of mountains none may tell; but the hand of the slow, potential forces of rain and tempest and lightning can now be seen at work separating the strata that form the cliffs that bound the gap, and piling their precipitous sides with sublime terraces of rock and boulder, where the mountain lifts its lofty and picturesque domes above an ocean of billowy sandstone.

One may read in these stones, marked with the sea shells of some ancient ocean, that the sea once flowed over these grand heights and, doubtless, contributed its share to the magnificent contortions of rock, boulder and precipice that make this valley grand, if not ghastly, in spectacular beauty.

The gap proper is over a mile in length, and, in some places, a half mile wide. Between the mountains roars the north fork of Patterson Creek, with the voice of approaching tempest, as it tears its way along through rocky defiles or leaps, surging, over conquered barriers into cascades and waterfalls.

These mighty boulders that lie in huge heaps on either side of the gap are awe-inspiring freaks of nature. Here, falling, as the disintegrating forces of time cast them loose from their mountain aeries, these towering columns have rolled, with a contusion that rivaled in its explosion a discharge of the artillery of heaven, into the vast arena beneath, crashing and leaping as they came, until arrested in their progress by opposing rocks, and have added to the broad sea of boulders that have in the countless ages of an untold past been

mounting, in majestic rivalry, almost to the very tops of the mountain that gave them birth. These heaps of stone have resisted nature's bravest efforts through the long cycles of the unmeasured geologic eras that have molded the earth to give foothold for plant or tree. Even the strenuous lichen on many of them has failed to plant its glutinous foot.

Profound is the awe that irresistibly steals over the adventurer who toils into and over these magnificent piles of rocks and finds inspiration in the silence of their unique grandeur. The convulsions of nature that caused this dreary yet sublime waste fill the mind with a nervous apprehension. An overpowering sense of their lonely vastness moves the spectator. Its painfulness bids him leave this den of desolation—its grandeur rivets the mind, and he is loath to leave scenes so full of might, mystery and magnificence.

A half mile below the gap, in another break in the mountains, are the Falls of the North Fork of Patterson Creek. When the creek is full, the falls are about sixty feet in width and thirty feet in height. Usually they consist of two or three broken streams plunging over the precipitous rocks that block the passage of the roaring stream. The falls are bounded by tall, encircling rocks that give additional beauty to this most picturesque water view. When the sun reaches the glen, the sunbeams dance on the frothing waters with delightful scenic effect, and the music of the cascade and the poetry of the dancing wavelets unite in charming harmony.

A famous mountain spring pours out below the rocky heights near the falls, and in the gap itself is the foundation of the old guard house that sheltered the sentries who, in the Civil War, watched the road to prevent the repetition of that scene when Garnett's men, leaving their dead general behind, fled precipitously through the glen and burned the bridge behind them. Ten hours after the event, the Federal army arrived in a vain attempt to cut off the defeated Confederates.

In Greenland, the site of the old block house which the Federal soldiers occupied is shown the visitor, with the hill that the Union artillery covered, and at Scherr, one

mile from Greenland, forts of the war still frown on the village, and the sacred church rises on the spot where, in 1863, a company of Federal soldiers took refuge against a force of 1,400 Confederate cavalry and held them at bay in a sharp fight in which four Federal and double that number of Confederates fell, from 3 in the afternoon until nearly midnight, when a bold Confederate, under the protection of the chimney of the church, scaled the roof and, saturating it with coal oil, set fire to the improvised fort, and the besieged surrendered, not before, however, giving the "rebel" hero a wound in the foot for his audacity.

Greenland is rich in natural curiosities other than in its rocky upheavals and downfalls. Within a distance of three-quarters of a mile flows four different kinds of drinking water—slate, freestone, limestone and sulphureted iron water. The last flows from an opening in the rocks on the public road from Greenland to Scherr. To this stream is attached a subterranean viaduct for the downfall of the rain of a section of country two and a half miles northward. This section is a locality beginning at the top of the New Creek Mountains and stretching westward with a width of a half mile or a mile, or more, to a low place in the ground. Here is an unfathomed opening in the ground, and into this cavity all the water of the area described descends when the rain and thaws come. At their embouchure, near Scherr, this water comes out with quantity sufficient to cover the public road for a foot in depth and a number of yards in width. Ordinarily the stream is but a few inches deep. This stream has the name of the Spouting Spring. When free from rain water the flow of water is sulphureted iron.

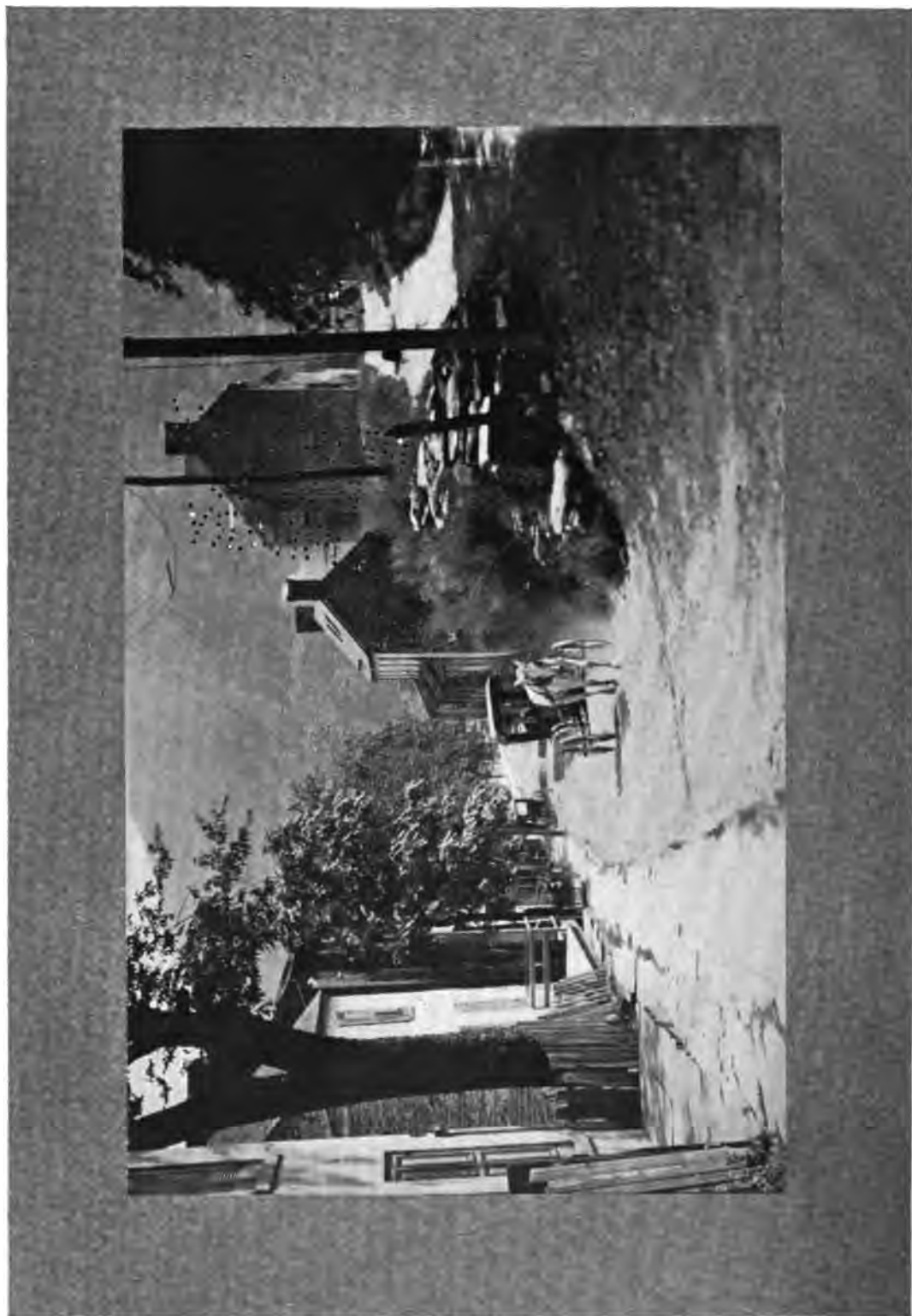
One afternoon the writer, in a company of six, ascended the northern cliffs of Greenland Gap, from base to summit—a perpendicular height of 1,200 feet. The cliffs, on either side, are composed of precipitous rocks, several hundred feet high, rising straight as the plummet falls, and of piles of mighty boulders at the base of cliffs, descending in strange spectacular shapes to the edge of the stream that divides the glen. Both sides of the gap present the same characteristics,

though they are more startling upon the northern side.

The views, from rock to rock, on the dizzy edge of the cliff, were magnificent, both in the far reach and the near vision. The great boulders at the foot of the precipice had to sight become tiny stones. From the northern to the southern cliff was a half mile—a half mile of surpassing beauty and of amazing evidence of the disintegration of the everlasting hills. Most of the rocks below the cliffs show the slow processes of an untold epoch, but others disclose the hand of the present in the changes wrought in their form and position. In the last twenty years Table Rock, once the dining board of the enthusiastic tourist, has left the cliffs several feet. A few years ago, not a score in number, a step divided it from the main ledge; now it is impossible to step on and off it with safety. The rock, mounting in pyramidal column several hundred feet from base to summit, is gradually leaving the ledge and losing its equilibrium. Some day the center of gravity, that holds it now in place, will change, and with the crash of thunder, it, breaking into a thousand pieces, will join the army of boulders that now lie at its feet.

There are many curious forms of boulder and ledge in these rocky heights. One is in the shape of a portico that bears strong resemblance to a huge camel's head. It stretches out from the cliffs over the ledge like a great balcony. From a distance it appears a perilous undertaking to reach it, but as it is approached a safe passage opens to the porch, which itself is provided by nature with granite seats, from whence, free from obstruction, an extensive and magnificent view of all that is possible from the cliffs is obtained.

Presenting its unprotected face to the tempest, the cliffs are frequently the targets for the thunderbolts of heaven. Until recently, on the top of Table Rock, lay a broad, smooth stone, like the covering of a table. Here the cloth was spread, now it is shivered in pieces; the lightning gave the blow that rent it asunder, and furnished one clew in unraveling the secrets of nature in building these great heaps of boulders that makes this gap a wonder amongst wonders.



WEST VIRGINIA. THE HILL. ROAD. HARPER'S FERRY. BETWEEN THE SHESANDOH AND POTOMAC RIVERS.

WEST VIRGINIA.

BY H. L. SNYDER
Shepardstown "Register"

Read at the West Virginia Editorial Association Meeting at
Webster Springs, September 20, 1905.

From where the rippling Shenandoah, fairest Daughter of the Stars,
By the toil of countless ages has torn down her rocky bars—
From the vineyards of the Valley and its fields of wheat and corn—
From the land of wine and honey, ruthless from its mother torn—



"FROM WHERE THE RIPPLING SHENANDOAH."

From our splendid western borders, facing toward the setting sun,
That with so great toil and danger from their savage hosts were won—
Where the mighty, broad Ohio, flowing on so strong and free,
Bears the commerce of an empire from the mountains to the sea—

From the stern and rugged counties stretched along our northern line,
Where men grow tall and sturdy, like their hemlock and their pine,
And the busy hum of industry from workshop and from mill
Tells of Genius's great triumphs and Labor's wondrous skill—



"WHERE THE MIGHTY, BROAD OHIO."

And from our southern boundary, where lie the sunny fields,
And the earth her richest treasures to the delving miner yields—
Where the iron horse, shrilly shrieking, starts the eagle from his crag,
And the axe of spoiling woodman sounds where roamed the bear and stag—

Aye! from every hill and valley, from mountain and from plain,
Swells forth the splendid chorus, telling in its proud refrain
The grand achievements of a people who by divine decree
Have Progress as their watchword, their motto, "Mountaineers Are Free!"



"FROM THE STERN AND RUGGED COUNTIES."

In the days of the beginning, ere mankind was given birth,
The Creator with His riches filled the breast of Mother Earth.
In His wisdom and His goodness vastest treasures there were stored,
Waiting silent through the ages human effort to reward.

And of this great beneficence, so regally prepared,
Our State above all other States the bounties rich has shared.
Our valleys, fair and fertile, yield their products of the best;
The cattle on our thousand hills find rich pastures to the crest.



"WHERE THE IRON HORSE, SHRILLY SHRIEKING."

Our forests of primeval growth, in great, unmeasured tracts,
Still thickly stand and yet invite the ever-conquering axe.
The giants of the centuries, the maple, oak and pine,
Await the stroke that lays them low, each for its own design.

And through the hills and mountains with certainty we trace
Great dusky veins of splendid coal, God's best gift to the race.
The latent force and energy, a million years compressed,
Burst forth to move a universe, obeying man's behest.



"AYE! FROM EVERY HILL AND VALLEY."

Even from the bowels of the earth gush forth for human use
Thick streams of oil, unfailing as the widow's ancient cruse,
While flames as strange as ever burned at Mystic's altar fire
Press up from Nature's reservoirs and yield to man's desire.

Oh! such blessings ne'er were given to a sovereign State before!
Opportunity ne'er opened half so wide her golden door!
For the resolute and faithful, the industrious and strong,
The harvest rich is waiting to reward the striving throng.



"THE CATTLE ON OUR THOUSAND HILLS."

But 'tis not our rich resources that shall make us truly great:
Men of brains and strength and virtue still must constitute the State.
Noble aims and high endeavor, patriotic deeds and pure,
Must be woven in our building, if the structure shall endure.

Our ambitions must be tempered by desire to do the right—
Greed of gold and power our best efforts often blight.
Neglectful of our duty to our God and fellowmen,
Our laurel wreaths shall wither and return to dust again.



"THICK STREAMS OF OIL. UNFAILING."

Let our uplands lift us higher, till our very being thrills
With the sweetness and the grandeur of our West Virginia hills;
And the privilege of living in earth's choicest dwelling place
Shall make us blest through all the ages o'er the others of our race.

So with our lovely women, as virtuous as fair,
And our men of pure ideals, ready each his part to bear,
We'll form a grand dominion, patriotic, clean and strong,
That shall stand for truth and justice and perpetuate no wrong.



"WITH THE SWEETNESS AND THE GRANDEUR OF OUR WEST VIRGINIA HILLS."

Then, all hail to West Virginia! Forward, march! with steady stride.
In faith and hope and wisdom may our ship e'er safely glide.
And through the ages yet to come let the world our progress see,
And revere our stainless motto, "Mountaineers Are Always Free!"



THE NEW BALTIMORE & OHIO RAILROAD STATION AT YOUNGSTOWN, OHIO.
SHOWING TRACK ELEVATION ABOVE THE STREETS. THE STATION
IS TWO STORIES HIGH, FACING THE STREET AND PLAZA.

THE NEW RAILWAY STATION AT YOUNGSTOWN, OHIO.

IN line with the general policy of the management of the Baltimore & Ohio Railroad to rebuild the stations over the entire system as fast as possible, Youngstown, Ohio, was among the first to receive the benefit of the general order.

The new station, antique German in style of architecture, is 150 feet long by 50 feet in depth and is two stories high. The tracks are on a level with the second story, leaving the railroad facade one story in height, with the main facade on the street two stories high. It is constructed of gray pressed brick with brown sandstone trimmings. The general waiting-room occupies the center of the building, with the height of both floors. It is 70 feet long by 50 wide and has a seating capacity

of 150. Opening upon it on the lower floor are the ticket office, news stand, telephone and telegraph booths, while the women's retiring room, men's smoking room, baggage room and several offices are on the second floor.

From the general waiting-room a separate subway reaches to each track, avoiding the necessity of passengers crossing the tracks to and from trains.

The interior woodwork is of quartered oak and the floor of the main waiting-room is marble mosaic. The roof of the entire structure is covered with red tile, Spanish design.

A 30-foot driveway of limestone and a 10-foot cement walk lead to the station from Mahoning Avenue, artistically fringed with lawn and flower beds.



"CLOVERNOOK"—THE CARY HOMESTEAD, NEAR CINCINNATI, OHIO.

THE CARY SISTERS AND "THE OLD HOMESTEAD."

A LITERARY LANDMARK OF CINCINNATI.

FROM THE "SOUTHWESTERN'S BOOK."

A LITTLE back from the much-traveled dusty highroad, where jingling milk wagons and rumbling trolley cars forever disturb the country peace, stands a modest house, whose big chimneys and wide paneled doors with old-fashioned brass knocker proclaim it to be of a former generation, when homes were built with a view toward durability rather than for present show.

To the left three large pillars support an upper porch, to which access is had from two bed-rooms and from a narrow passage and a precipitous flight of steps from the front rooms of the upper story. Under these pillars is a paving of blue flagstones, leading to a cool never-failing well of water, and farther on toward the red barn. Regarding these paving stones a curious story is told. They once formed the flat bed of a near-by creek. They were numbered and carefully taken up and replaced in their present location in the same order as Nature had originally placed them in some past age.

For years, centuries, those stones had been worn smooth and flat by grinding feet and roaring spring freshet. In summer they lay hot and dry under the parching suns, and these streams diminished until it was but a tiny trickle, wherein the song birds were scarce able to find refreshment. For seventy years now they have echoed to the tread of human feet; childish feet pattering as lightly over their surface as the ripples of water once did, the heavy footfall of the tired toiler, and more than once to the concerted muffled tread that marks the last time each leaves his earthly home.

The bricks in the house, like the stones in the pavement, are a part of the soil on which the homestead stands, as they were burned near at hand by the builder of the house, and they represented not only the work of his hand, but the blood of his forefathers, for the land itself was the price paid, by a government practically bankrupt in everything but land, for services rendered and great hardships endured in defense of country, during the Revolution, to the first of the Cary family to emigrate to the great Northwest Territory.

The Cary family trace their descent from a certain Sir Robert Cary, who, during the reign of King Henry V of England, vanquished a certain chevalier of Aragon, for which service he was rewarded by the restoration of his father's lands, which had been taken from him by Henry IV, on account of his loyalty to Richard II, also by authority to bear the coat of arms of the defeated Aragonais, of which the Cary sisters were very proud, Phœbe especially, who had it engraved on a seal ring, which was taken from her finger after death.

The first American Cary came to the Plymouth Colony in 1630, taught the first Latin class in this country, and was prominent and influential among the Pilgrim Fathers. Succeeding generations of the Cary family were men of wealth and influence, and highly educated, down to and including the great grandfather of Alice and Phœbe, who seems to have been the last to receive a liberal education. Their grandfather, his son, entered the Revolutionary Army at the age of eighteen, and when peace was declared received, in reward of his services, a land grant in Hamilton County, Ohio.

Robert Cary, the father of the Cary sisters, came from New Hampshire to the wilderness of Ohio in 1803 with his father, coming down the Ohio River on a flatboat and landing at Fort Washington, now Cincinnati, near where their land was situated. He married in 1814 and settled on a portion of the original Cary purchase, the "Clovernook," which was afterward immortalized by his talented daughter's stories.

The life of the Ohio pioneers was by no means an easy one. The land was there, but it had to be cleared, a home built, and a living wrested from the soil. In the little log cabin then built Robert Cary's nine children were born, and it was not until eighteen years later that the new home, the "Clovernook" of to-day, was built. The house still stands, its substantial walls intact and seemingly as strong as when laid over seventy years ago, a monument to the patient, honest builder, who long since passed away.

With the entering of the new home, however, when better times seemed dawning upon the family, new sources of trouble arose. Heretofore the nine Cary children had been a happy little band, faring as most country children do, taking up their share of the burden of toil as each grew old enough, trudging a mile and a quarter to the little schoolhouse, but imbibing, most of all, that wonderful knowledge of Nature, which Alice and Phœbe both wove so

first wife, and of a temperament utterly antagonistic to his daughters. She considered all time spent in study as wasted. Alice, then seventeen, while Phœbe was thirteen, were kept busily at work all day, but continued to prosecute their studies at night. This was a fruitful source of dissension between them and their step-mother, who did not believe that the burning of candles for the purpose of reading books was proper or profitable, and Alice's



ALICE CARY.

PHŒBE CARY.

deftly into all their songs. Before a year had passed two sisters especially beloved of Alice had passed away, their deaths being closely followed by the decline and fading away of the idolized mother, of whom Alice wrote in her "Order for a Picture"—

"A lady, the loveliest ever the sun
Looked down upon, you must paint for me:
Oh, if I could only make you see
The clear blue eyes, the tender smile,
The sovereign sweetness, the gentle grace,
The woman's soul, and the angel's face
That are beaming upon me all the while,
I need not speak these foolish words:
Yet one word tells you all I would say,
She is my mother; you will agree
That all the rest may be thrown away."

Two years later Robert Cary married again, a woman entirely different from his

first attempts at composition were often written by the light of a bit of rag burning in a saucer of lard, and in "Clovernook" to-day a closet under the stairs is pointed out where the girls hid their manuscripts.

Alice's first literary adventure, entitled "The Child of Sorrow," was published in the "Sentinel," afterward known as "Star of the West," published in Cincinnati, while Phœbe saw her first composition, which she had sent to a Boston newspaper, and heard nothing from it, copied in one of the home papers. For years the sisters contributed to various publications, "The Ladies' Repository," "Graham's Magazine," and the daily and weekly journals of Cincinnati, without pecuniary reward, the first substantial result being \$10 received from the "National Era," of Wash-

ington, after they had written for that paper several months.

At the instance of Rev. Rufus W. Griswold, of New York, in 1849, the two sisters collected all their published poems, revised them and had them published in a little volume entitled "Poems of Alice and Phœbe Cary," for which they received the sum of \$100, representing twelve years of study and privation, hard work and little encouragement.

They had however achieved something in the friends they had made, and in the recognition their work had received. In 1850, after the publication of their little book, the sisters went to New York, thence to Boston, then to Amesbury, where for the first time they met face to face the poet Whittier, who had, however, written them many words of encouragement, and who remained one of their nearest and dearest friends to the days of their death. Mr. Whittier commemorated this visit in his poem of "The Singer," published after the death of Alice, in which he describes the two sisters as

"Two song birds wandering from their nest,
A gray old farmhouse in the West."

Horace Greeley, of the "Tribune," was also one of their stanchest friends, visiting them in their western home, and after their removal to New York City, which took place shortly after this visit east, they drew around them a coterie of friends, literary and otherwise, which included the highest and best in the intellectual world of the day.

Regarding this removal, Alice Cary wrote, shortly before her death: "Ignorance stood me in the stead of courage. Had I known the great world as I have learned it since, I should not have dared; but I didn't. Thus I came." Alice went first, and Phœbe followed her within a year, bringing with her their youngest

sister, a frail and delicate girl, who was the sisters' chief care during the few remaining years of her life.

They hired two or three modest rooms in an unfashionable neighborhood, and there set up their household goods. The next year Alice brought out "Clovernook Papers," which speedily captivated the public by their naive freshness, redolent of the sunshine, of the wild flowers, of all that had gone to brighten her child life on the wind-swept Cincinnati hills. These papers were re-published in England and translated into French in Paris, and did much to widen her reputation.

Both sisters worked hard contributing to innumerable periodicals, which now entreated their names for their pages, and in five years' time they were able to remove to a pretty house in Twentieth Street, which Alice subsequently bought and which was their home the balance of their lives.

While much can be said of Alice's work, more perhaps might be said of her strong personality. A frail woman, early broken in health, yet she accomplished a great deal in the short fifty-one years of her life, much of it under stress of pain and suffering, facing fate with a masculine strength of will entirely disproportionate to her strength of body. Deeply affectionate and of a modest, retiring nature, nevertheless it was she who strengthened and upheld the brighter, gayer sister, who managed the household, whose influence was strongest in the brilliant circle of friends who gathered at their home. Although more robust in health Phœbe was always the dependent, the one who shrank from responsibility, until the very last, when Alice, leaning on her, died.

The tie between the two sisters was too strong to be long severed, and in less than a year Phœbe was laid beside her sister in Greenwood.

TWO MOST FAMILIAR HYMNS OF THE CARY SISTERS.

PHŒBE CARY.

One sweetly solemn thought
Comes to me o'er and o'er;
I am nearer home to-day
Than I have ever been before.

Nearer my Father's house,
Where the many mansions be;
Nearer the great white throne;
Nearer the crystal sea.

ALICE CARY.

Let us gather up the sunbeams
Lying all around our path;
Let us keep the wheat and roses,
Casting out the thorns and chaff;
Let us find our sweetest comfort
In the blessings of to-day,
With a patient hand removing
All the briars from out our way.



INTERIOR VIEWS OF THE NATIONAL MUSEUM.

THE NATIONAL MUSEUM AT WASHINGTON.

IN 1879 an annex to the Smithsonian Institute at Washington was erected by the Government and termed the National Museum. The building is directly east of the Smithsonian, between Seventh and Twelfth streets, and is the place of universal interest to those who enjoy relics. There are seventeen spacious exhibition halls and 134 rooms for special purposes within the building.

It is here are kept the personal relics of General Washington, some of which were taken there from Arlington, and others which have been purchased and placed there from time to time. Among the most interesting is the uniform Washington

wore as commander-in-chief on the occasion of resigning his commission at Annapolis,

and the camp chest with its pewter dishes, knives, forks, cooking utensils, etc., used by him during the Revolutionary War.

There are also many personal relics of General Grant and many trophies of war among the curios.

In the rotunda are the Spanish rifles, side-arms, bugles, flags, etc., trophies of the war with Spain.

The National Museum is now the general depository of all geological and industrial collections of the Government, and is fast be-

coming one of the greatest and most attractive museums in the world.



WASHINGTON'S UNIFORM AS
COMMANDER-IN-CHIEF.



WASHINGTON'S CAMP CHEST.



BEDSTEAD OF WASHINGTON.



DRESSER AND CHAIRS OF THE WASHINGTON HOMESTEAD.

SAW THE FIRST RAILWAY BORN.

A MAN WHO WAS PRESENT WHEN B. & O.'s FIRST SPADEFUL WAS DUG.

DENVER "NEWS."

BORN November 4, 1818. Just think what that means! To have lived in a time when men wore ruffled shirts and laces, with breeches and pumps.

This is what William G. Clark of St. Louis can go back to, and his recollections of his childhood and boyhood read like an old tale of the Revolutionary days.

"It was only July 4, 1828," said he, "that I saw Charles Carroll of Carrollton dig the first spadeful of earth for the laying of the Baltimore & Ohio Railroad. This was the first railway built in this country, and Mr. Carroll took up the earth with a small silver spade. I see this spade, with the first locomotives run on this road, at all the expositions that I visit.

"It took them eight years to build to Frederick City, which is fifty miles out from Baltimore. They sent to North Carolina for the wood to make the ties, and these were inlaid or mortised in the center with yellow pine. On top of these carefully prepared ties there were wooden rails held down by wedges and then on top of these were iron rails one-half inch thick, two inches wide and eighteen feet long.

"When the road had been built out twelve miles to Ellicott City there were cars put on which were pulled by three or four horses each. These coaches would hold about fifty people, and I have ridden in them many times.

"Then locomotives were introduced. At this time the passenger coaches were built with wheels that had spokes and not one solid piece, as they are now. They had found that the yellow pine of the ties was perishable, and about 1830 to 1833 they began taking out these and laid cut stone, and put the rails flat on to this foundation. The spikes were put in and molten lead

poured in to make them firm in the holes that had to be previously cut into the stone to allow them to enter. The company brought stone cutters all the way from Massachusetts to do this work.

"When they had laid about nine or ten miles of this stone foundation, they found that running the coaches over it broke the spokes of the wheels and so it was discontinued. All of these things will sound strange enough to people in this day and generation."

When Mr. Clark was eighteen years old he started from home to make his fortune further west. He traveled to the end of the Baltimore & Ohio, which was only fifty miles out of Baltimore, and from there by stage and river boats arrived in St. Louis in September of 1836, having taken just fifteen days to make the journey which is now made in less than twenty-four hours. On the morning that he arrived in St. Louis the "Republic," which is now in its ninety-eighth year, was published for the first time as a daily paper.

"St. Louis at that time had a voting population of 2,000, and it was soon after that a presidential election was held. It took three days to cast the votes, and the ballot boxes were placed on tables out on the piazza of a house on Fourth Street, near what is now the Planters' Hotel. The candidates for election sat on chairs near where the boxes were and chatted and talked and watched the voters as they came up. When a man went up to vote he was asked his name and age, etc. When he had cast his vote the judge who was on duty would read the ballot from beginning to end. If one of the candidates was near he would get up and bow and thank the man for his vote."

HUMOR AND THE HUMORIST.

A PLEASANT EVENING IN THE YARDS.

S. E. KISER, IN CHICAGO "RECORD-HERALD."

Diary of a man who has bought a berth in a sleeping car that is to be started on its journey at 3 o'clock in the morning, the passengers being permitted to enter at 10.30 and go to bed:

10.45—Ah, this is delightful. There is nobody in the upper berth; the night is just cool enough for comfort, and I'll have over four hours of good, solid sleep before the car starts.

10.56—They have run a switch engine up beside this car, and it is blowing off steam with a roar that would make Niagara sound like the humming of a mosquito. I wonder why they don't save their coal!

11.01—They are now ringing the bell on the switch engine. It sounds as if it were about five and one-half inches from my ear.

11.14—Biff! That was an awful bump. I guess I was dozing. I thought for a minute that we had been wrecked. They must have let a freight train get loose and bang into us. Another shock like that and my heart is likely to jump the fence.

11.16—We're moving. I can't understand it. The agent said our car would stand in the yard till 3 o'clock. Oof! Confound it, what are they trying to do with us anyway? We must have run against a stone wall.

11.29—I wish I hadn't come in so early. What a beauty Grace Leamington is—and as clever as she's pretty. I might have been with her instead of wasting time in this stuffy car for the past hour, too! I'm a Rocky Mountain sheep if they haven't run that switch engine up beside us again. I wonder why they keep ringing the confounded bell. They certainly can't be afraid of running over people while the old machine is standing still at this time of night.

11.40—No use. I can't go to sleep here. They've run the switch engine away, but that fellow in the next berth is going to die in a minute or two. No man can use his breathing apparatus to make such sounds as he's making and live. I wonder if he has a wife and family! It'll be a sad task to break the news to them.

11.53—Oh, heavens, but this is lovely! The conductor and porter are now talking with somebody about his ticket. I was just going to sleep, too. I wish I had sat up and smoked.

12.07—At last things are quiet. The porter has turned down the lights. Now for a good, refreshing sleep. I need it. I wonder if Grace Leamington is likely to get stout in her old age?

12.21—Um-m-m! Heavens! We must have been run into by the fast mail that time. It's that confounded switch engine. It has come back and hooked onto us. I wonder where we're going now? Oh, well, I don't care much. Danger and death no longer seem terrible to me. Maybe they're going to shove us into the round-house. If they'd only keep the car moving I believe I could go to sleep easier than when it's standing still. I wouldn't be surprised if Grace might get rather heavy after she's 35 or 40. Her mother must weigh at least 170 pounds.

12.33—Bang, once more. I'll bet the man who's running that switch engine never had hold of a throttle before. But perhaps his brake is broken, so that the only way he can stop is by running against something. I'm so glad I got here as soon as the car was opened. It would have been a pity if I had missed any of the refreshing rest I'm getting.

12.49—I'm going to report this conductor. I don't believe the company pays him merely to stand in the aisle and gossip with the porter while passengers are trying to get the sleep they've given up their good cash for.

1.02—There it is again. The switch engine's got back. Oh, toot, dad burn you, toot. You can't disturb me any more by blowing your whistle than you do by ringing your bell. The next time I get a berth in a sleeper that doesn't start till 3 in the morning they'll have to have a keeper on each side of me, I'll tell them that. Let her whistle! Don't mind me! I'll bet a hundred dollars that engineer has a grudge against somebody in this car and is trying to give him a case of nervous prostration. Grace takes after her mother. That's plain enough. Still, I don't know but that I'd rather be married to a woman who got a little too plump along late in life than to have one who dried up to nothing but skin and bones.

1.23—We're off again. This is the ninth time they've run us down the track and then run us back, with a nerve-destroying bump at each end. Oh, well, I guess there's no use trying to go to sleep now. I'm going to take it philosophically and save wear and tear on my temper.

1.37—For heaven's sake! They're yelling at somebody now to get up on the roof of this car and pour water into it. I wonder if they didn't have time to attend to that earlier in the evening, when people were not trying to sleep.

1.50—I know that man in the next berth is now in the last throes. Confound him, he ought to die! Any man who can sleep through a racket like this deserves an ignominious death. Still, I don't suppose he's to blame, after all. He makes so much noise of his own that he doesn't know anything else is going on. That's the great advantage of being a snorer. I never thought of it before. Now I know why a man who snores is always able to sleep overtime.

2.02—Ouch! That bump nearly threw me into the aisle. I wonder why they always run into us from the direction toward which one's head points? I'll bet there are seven distinct imprints of my skull on the partition between this and the next berth. Oh, if the coupling would only break and let us run into the river.

2.14—They must have hauled us back near the station. Twenty people outside are trying to talk at once. I can't make out what they're saying, but it must be funny. I can hear our porter, who evidently is standing at the car steps, laughing with great enthusiasm.

2.29—Hello! Our old friend the switch engine has returned with steam up and the safety-valve showing what it's there for. I don't suppose they can find room for it anywhere else in the yard.

2.41—Thank heaven! Only nineteen minutes to wait in this inferno. Jerusalem! They're going to shunt us around somewhere again. I wonder if it would do that poor fellow any good to pour some kind of a lubricant into his wind-pipe? It's too bad Grace's hair is so dark. Otherwise the down on her upper lip wouldn't show at all.

2.53—The Pullman conductor has just yelled to the porter that the train to which we are to be attached is an hour and fifty minutes late. Good by, proud world, good by! I'm going out to throw myself in front of the switch engine. If an all-wise Providence felt that I had any right to live this could never have happened to me.

THE CORNER.

JACK RAPER, IN CLEVELAND "PRESS."

I've stood on the corner at midnight; no clocks
were striking the hour,
For 'twas down in the skyscraper district, with
nary an old church tower
In sight, and besides 'twas a city, and folk in the
city don't like
The old-fashioned church clock or any old kind of
a clock that will strike.

I say that I've stood on the corner and I've waited
long for my car;
And waiting, and waiting, and waiting, my tem-
per's had many a jar,
For cars in another direction, and cars turning off
long before
They reached the street I was bound for would
tauntingly pass by the score.

I've wanted a car that went eastward, but cars
that were bound for the west,
The north and the south seemed the only blamed
cars that the railway possessed;
When I wanted a car in another direction it
seemed there ne'er ceased
A flying procession of trolleys, each one of them
bound for the east.

How often, oh, how often, in the days that have
gone by,
Have I stood on the corner at midnight and raised
a fierce outcry;
How often, oh, how often, have I cursed in lan-
guage free
The starter who started so many cars and never
a car for me.

THE GODDESS OF THE BEACH.

L. H. ROBBINS, NEWARK "NEWS."

The summer girl, the girl who goes to the sea-shore in May and stays till September, has never been properly understood. Because she wears more than one engagement ring she is slapped

and clanged by all the jokesmiths in Christendom and elsewhere. She is satirized by the whole Gibsonian crew and sat upon by the clergy. No one has ever risen to point out the good she does or the important part she plays in the great world of endeavor. Your kind attention for a few moments.

Women have been men's encouragers since Adam got the sack from the garden. But they fall down on the job too often. The young man tries to tell his troubles to his best girl, and she, like Copperfield's Dora, doesn't want to hear about disagreeable things. The married man goes home from work with a burden of care upon his shoulders, and his wife wants to talk of the shortcomings of the washer-woman, the iceman or the grocer. The best girl regards her young man's ambition as a matter of course; his hopes and fears are parts of him. The wife who rises in the world with her husband looks upon him with an admiration far from commensurate with his performance.

But the summer girl—ah, the summer girl! One by one the city toilers go to her, unhampered by past acquaintance, free from any indifference born of familiarity. And they tell her their aims and plans and their complaints against fortune, and she listens and comforts and cheers them on to victory, and sends them back to town new men.

First the shoe store clerk, bitter against the idle, fawning, good-for-nothing manager. He pours his sad story into her sympathetic ears and she bids him be strong and fearless, for she believes in him. And he returns from his week at the shore with sufficient nerve and self-esteem to oust ten bosses.

In his place on the sand sits the lawyer's office man, weary of working a typewriter, weary of oppression, weary of waiting for the long-earned raise. He, too, tells the summer girl of his unappreciated worth, of his latent merits that must some day lift him superior to circumstance. And when she says she believes in him, the sun of hope flashes through the clouds and shows him a way to have that lawyer bought and sold inside of six months.

So he goes away and the sand is still warm when along comes the struggling author, a man of delicate temperament, a disconsolate creature against whom the doors to the magazines and fame are barred. He sits beside the summer girl and unloads his woe, and she counsels him tenderly and admires him and believes in him and sees him to the train, and he speeds home to set the world afire.

On the way back to the beach she meets the aspiring pugilist, his left eye gloomy from his last unhappy battle, his right eye still gloomier with disappointment. He reclines at her feet and laments; he longs to meet Jimmy Britt again and show him what's what in an honest mill. And she smiles upon him and gives him new courage and believes in him. And the lightweight championship changes hands next year.

Thus she toils, the summer girl, a goddess in a bathing suit, a fairy whose good will includes all comers, a muse whose inspiration is exhaustless. One first-class summer girl, in a single season, can send forth enough captains of industry to officer a brigade.

NO DOUBT ABOUT IT.

The iceman tolls the knell of summer days,
The rusty straw was long ago retired,
The flimsy suit of crash is passing out,
Likewise the white-shod girl so oft admired.

The summer opry troupe has blown the town,
The chorus girl of scanty robe and spear
Is bearing now a tray in some hotel
And foolish Johnnies drop a scalding tear.

Now fades the lubber's yachting cap from sight,
The small boy wears again the hated shoe,
The picnic grounds no more with shouts resound,
And women's sleeves are not so peekaboo.

The flower bed where I toiled so hard is gone,
I've lugged the screen doors up the attic stair,
No more the garden yields the juicy truck,
The lawn where once the long green waved is bare.

The plumber greets me with a pleasant smile,
The coal man passes out a good cigar,
The man has cleaned the sooty furnace pipes
And hot drink signs are on the drug store bar.

These signs are plain, but when my wife remarks,
"I guess you'll soon be putting these things on,"
And makes another dive deep in the trunk,
I realize that summer must be gone.

"PEANUTTA PRESIDENT."

BY T. A. DALY.

One day wann I ees seetin' here
At dees peanutta stan'
Republicana politish'
He come an' shake my han'.
"I hear you eesa natur'lize,"
Da politish' he say,
"An' so you gone for getta vote
Wann com's election day.
I gone for takin' care of you
An' feex you pretta well
If you ees go for maka vote
For Meestah Roosevelt."
An' so I mak' pretend weeth heem
Dat's what I gone for do,
But alla same, you bat your life!
I know som'thing or two.

An' dan ees com' an shaka han's
Weeth me som' other day
Da Democrat politish',
An' dees ees what he say:

"You vote for Meestah Parka now,"
He say, an' wink hees eye,
"An' I gone see dat you will be
A reech man by an' by."
An' so I mak' pretend weeth heem
Dat's what I gone for do,
But alla same, you bat your life!
I know som'thing or two.

I reada papers evra day
An' alla time I see
Som' newsa 'bouta Meestah Hill—
He ees da man for me!
I gone to vote for deesa man
For President's posish'
Baycause da papers calla heem
"Peanutta politish'."
"Peanutta President" would mak'
More beezaness to do.
Hoorah for Hill! You bat your life,
I know som'thing or two!

THOSE DIRTY LITTLE FINGERS.

BY T. A. DALY.

From the moment he could stand alone and toddle
Across the bedroom floor from chair to chair,
There was never any respite for his mother;
He was getting into mischief everywhere.
There were somersaults distracting down the
stairway,
And tumbles off the sofa, to be sure,
And the bumps he got were really quite terrific,
But none a mother's kisses couldn't cure.
He'd a most plebeian fondness for the kitchen,
Whose precincts were his favorite retreat,
And the coal-hod held for him a fascination,
For he seemed to think its contents good to
eat.
But the thing that caused his mother's greatest
worry,
And made her ply her housecloth o'er and o'er,
Was his subsequent invasion of the parlor,
With his grimy little fingers on the door.

How the whiteness of the paint was desecrated
By those dirty little digits every day! .

Though his weary mother wept and begged and
scolded
He pursued the even tenor of his way.
It was evident that he was only happy
When his fingers held their share, and more,
of dirt;
And the only thing he loathed was soap and
water,
And O! my goodness gracious! how that hurt.
But it hurts us now to contemplate the cleanness
Of everything about this quiet place;
All the finger-marks that used to mar the wood-
work
Have disappeared, nor left the slightest trace.
For the last of them were wiped away last
summer,
Glad summer that is gone forevermore!
We are lonely, Lord, and hungering to see him,
With his grimy little fingers on the door.

The foregoing verses by Mr. Daly, in the "Catholic Standard and Times," show the scope of his versatility in reaching from touching pathos to dialectic humor.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WHEN a man finds it necessary to announce himself, it is in the majority of cases necessary for him to do so.

THE first condition of gentility is laid upon environment, and the structure itself is almost entirely dependent upon the foundation.

DECEIT is often merely an anæsthetic, if used exclusively to spare pain.

NOTHING develops selfishness in the human character more than an absolutely pacific condition. It is the turmoil of life that turns the better side of ourselves to the sunlight.

MANY of us are color blind, save to the hues of our own flag.

THE power of original thought reigns supreme in an independent world of its own.

SOCIAL cultivation is often most ably illustrated by what we do not do out of respect for it.

ONE of the best evidences of thorough intellectual worth is a complete and accurate knowledge of our own ability.

SCIENCE gives little in exchange for what it takes from faith, except to offer something we do not know in return for what we believed.

THE mental slave is one who for a price will barter views against his real belief.

FAITH is best proven by the doubts that its strength overcomes.

It is easy to forgive the mistakes that men make for the sake of a principle and on the right side of human nature.

THE most beautiful hope in life's night-time is the hand of love pointing with faith and encouragement towards the dawn of morning.

INDIVIDUAL opinion and originality stand high and clear above popularity, and we all, mentally at least, bow before it.

THE high, gentle, generous acts of self-sacrificing love alone proves the divinity of devotion.

MENTAL conviction is worthless unless substantiated by physical action.

LOYALTY.

BY ARTHUR G. LEWIS

Friends and devotion are brothers,
And we will this condition find true,
That he who is loyal to others,
Will also prove loyal to you.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.



THE NEW 23D STREET NEW YORK TERMINAL OF THE BALTIMORE & OHIO RAILROAD.

THE Baltimore & Ohio Railroad has "moved up-town" with one of its terminals at New York City. The new location is at the foot of West 23d Street, using the terminal of the Central Railroad of New Jersey. But the terminal facilities at South Ferry, "White Hall Terminal," are discontinued, but Liberty Street Terminal, in the lower part of the city, is continued as heretofore.

The 23d Street Terminal is now used by the Baltimore & Ohio, "Royal Blue Line," Central Railroad of New Jersey, Reading, Pennsylvania, Lehigh Valley, Erie and Lackawanna Railway systems.

In the reconstruction of the 23d Street Terminal many new conveniences were established; the Metropolitan Street Railway Company co-operating by putting in loops at the foot of 23d Street for the 14th, 23d, 28th and 29th cross-town street car lines; these cars enter the terminal under a glass-roofed canopy fifty feet wide, which extends along the street front of the Ferry House, so that passengers can step directly into the cars without having to raise their umbrellas in inclement weather or being annoyed by the street traffic. A cab service at low rates has also been established.

In the new terminal are three ticket offices, an information bureau, United States Express office, telegraph office and telephone booths. Adjoining the main waiting rooms are the ladies' retiring room and smoking room.

The advantages of an up-town entrance to New York City are manifold. The center of the hotel and theater section is at 23d and Broadway, and although rapid transit from the lower end of New York is available to every portion of the city, a great portion

of the travel prefer to be landed in the up-town district, to avoid the congested traffic of the lower end.

Twenty-third Street is one of the great shopping centers of the town and the cross-town lines intersect with the various branches of the elevated railways and New York's phenomenal rapid transit institution, the new Subway, all of which have stations on this street.

The up-town ticket office of the Baltimore & Ohio Railroad is at the corner of 34th and Broadway, and is the most favorably located ticket office in the city. It is on the same block with the Waldorf-Astoria, and is across the street from the new Herald Building. Overhead is the Sixth Avenue Elevated Railway, while the Broadway and Sixth Avenue and 34th Street cross-town lines pass the door.

An idea as to the convenience of both the 23d Street Terminal and the Baltimore & Ohio City Ticket Office can be obtained from the following list of principal places in the immediate vicinity:

HOTELS.

| | |
|-----------------------|--------------------------------|
| Albemarle | Broadway and 24th Street |
| Bartholdi | Broadway and 23d Street |
| Earlington | 55 West 27th Street |
| Fifth Avenue | Broadway and 23d Street |
| Grand | Broadway and 31st Street |
| Grand Union | Fourth Avenue and 42d Street |
| Gilsey | Broadway and 29th Street |
| Hoffman House | Broadway and 25th Street |
| Holland House | Fifth Avenue, Cor. 30th Street |
| Herald Square | 116 West 34th Street |
| Imperial | Broadway and 31st Street |
| Manhattan | 19 East 42d Street |
| Marlborough | Broadway and 36th Street |
| Murray Hill | Park Avenue and 40th Street |
| Normandie | Broadway and 38th Street |
| Park Avenue | Fourth Avenue and 33d Street |
| St. Cloud | Broadway and 42d Street |
| Sturtevant | Broadway and 29th Street |
| Waldorf-Astoria | Fifth Avenue and 34th Street |



ART GALLERIES.

Academy of Design Fourth Avenue, Cor. 23d Street
 American Art Association 6 East 23d Street
 American Museum of Natural History,
 Central Park, West, Cor. 77th Street
 American Water Color Society 52 East 23d Street
 Cooper Union Third Avenue and 8th Street
 Fifth Avenue 366 Fifth Avenue
 Metropolitan Museum of Art,
 Central Park and East 82d Street
 New York Historical Museum,
 Second Avenue., Cor. 11th Street

COLLEGES AND SEMINARIES.

Academy Holy Cross 343 W. 42d Street
 Academy Sacred Heart 49 West 17th Street
 Bellevue Medical College 21 East 26th Street
 College City of New York 17 Lexington Avenue
 College of Pharmacy 115 West 68th Street
 College of Physicians and Surgeons 487 West 59th Street
 De La Salle Institute 105 West 59th Street
 Jewish Theological Seminary 736 Lexington Avenue
 New York Academy of Medicine 17 West 43d Street
 New York College of Dentistry 205 East 23d Street
 New York Homœopathic Medical College,
 Avenue A 63d Street
 New York College of Music 128 East 58th Street
 New York Law School 120 Broadway
 New York Post Graduate Medical College,
 301 East 20th Street
 New York Preparatory 15 West 43d Street
 New York University University Heights
 Normal College Park Avenue and 68th Street
 P. E. Theological Seminary,
 West 20th, 9th Avenue and 10th Avenue
 Rutgers Female College 75 West 55th Street
 St. Francis Xavier College 30 West 16th Street
 Science and Art Cooper Union
 Training School for Nurses 301 East 20th Street
 Union Theological Seminary 700 Park Avenue
 University of Medicine 410 East 26th Street
 Woman's Medical College 321 East 15th Street

LIBRARIES.

American Geographical 11 West 29th Street
 American Institute 113 West 38th Street
 American Numismatic 17 West 43d Street
 Cathedral 123 East 50th Street
 City, "Free" City Hall
 Lenox 895 Fifth Avenue
 Masonic 75 West 23d Street
 Mechanical Engineers 12 West 31st Street
 Mechanics and Tradesmen 20 West 44th Street
 Mercantile 15 Astor Place
 Methodist Book 150 Fifth Avenue
 New York Academy of Medicine 17 West 43d Street
 New York Historical Second Avenue, Cor. 11th Street
 New York Hospital 6 West 16th Street
 Y. M. C. A. 52 East 23d Street

HOSPITALS.

American Veterinary 141 West 54th Street
 Babies' 659 Lexington Avenue
 Bellevue Foot East 26th Street
 Church 104 West 41st Street
 Columbus 223 East 26th Street
 French Benevolent 320 West 34th Street
 Metropolitan 1807 Lexington Avenue
 Metropolitan, Throat 351 West 34th Street
 Mothers and Babies 218 East 34th Street
 Mt. Sinai 66th Street, Cor. Lexington Avenue
 New York College Veterinary Surgeons,
 154 East 57th Street
 New York Ophthalmic 201 East 23d Street
 New York Polyclinic 214 East 34th Street
 New York Post Graduate 301 East 20th Street
 New York Sanitarium 247 West 49th Street
 New York Skin and Cancer 248 East 34th Street
 Nursery and Childs' 571 Lexington Avenue
 St. Andrew's 213 East 17th Street
 St. Elizabeth's 225 West 31st Street
 St. Mary's 407 West 34th Street
 Women's Infirmary 247 West 49th Street

THEATERS.

Academy of Music 2 Irving Place
 American Eighth Avenue and 42d Street
 Bijou 1229 Broadway
 Broadway Broadway and 41st Street
 Casino Broadway and 39th Street
 Carnegie Hall Seventh Avenue, Cor. 57th Street
 Chickering Hall Fifth Avenue, Cor. 18th Street
 Comique 1195 Broadway
 Criterion Broadway and 44th Street
 Daly's Broadway and 30th Street
 Eden Musee 55 West 23d Street
 Empire Broadway, Cor. 40th Street
 Garden Madison Avenue and 27th Street
 Garrick 85 West 35th Street
 Grand Opera House Eighth Avenue and 23d Street
 Herald Square Broadway and 35th Street
 Knickerbocker Broadway and 38th Street
 Koster & Bial's 145 West 34th Street
 Lenox Lyceum 623 Madison Avenue
 Lyceum Fourth Avenue and 23d Street
 Madison Square 8 West 24th Street
 Madison Square Garden Madison Ave., 26th and 27th Sts.
 Manhattan Broadway and 83d Street
 Metropolitan Opera House Broadway, 39th and 40th Sts.
 Murray Hill 381 Lexington Avenue
 New York Broadway and 45th Street
 Proctor's Broadway and 28th Street
 Wallack's Broadway and 30th Street
 Weber & Field's 1215 Broadway

MISCELLANEOUS.

New York Herald Herald Square
 Bryant Park, "Site of New Public Library,"
 Fifth Avenue and 42d Street
 Central Park 59th to 110th Street

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 28, 1905. | No. 504 DAILY | No. 526 EXCEPT SUNDAY 8 HOUR | No. 522 SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 8 HOUR | No. 506 DAILY | No. 518 DAILY | No. 548 DAILY | No. 512 DAILY |
|--|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM |
| Lv. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 |
| Lv. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| Lv. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| Ar. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 |
| Ar. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 |
| Ar. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 3.30 | 5.48 | 8.43 |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 28, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 8 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 503 DAILY | No. 511 DAILY | No. 515 DAILY |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM |
| Lv. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 8.50 | 11.50 |
| Lv. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 9.00 | 12.15 |
| Lv. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.16 | 6.18 | 8.35 | 9.30 | 3.35 |
| Ar. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.16 | 10.55 | 11.32 | 6.00 |
| Ar. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 |
| Ar. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 3 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| Lv. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | 1.35 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | --- |
| Lv. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | 1.40 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | --- |
| Lv. PHILADELPHIA | 12.30 PM | 2.14 PM | 5.20 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | --- |
| Lv. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | --- | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | --- |
| Lv. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | --- |
| Lv. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | --- |
| Ar. DEER PARK HOTEL | 10.12 PM | 11.39 PM | --- | 7.04 AM | 5.27 PM | 4.41 PM | --- | --- |
| Ar. PITTSBURG | --- | --- | 7.15 AM | 7.45 PM | --- | --- | 9.00 AM | Lv 4.30 PM |
| Ar. CLEVELAND | --- | --- | 12.35 PM | --- | --- | --- | --- | 9.50 PM |
| Ar. WHEELING (EASTERN TIME) | --- | 5.35 AM | --- | --- | --- | --- | --- | Lv 4.20 PM |
| Ar. COLUMBUS (CENTRAL TIME) | --- | 8.45 AM | --- | --- | --- | --- | --- | 9.20 PM |
| Ar. OHIOAGO | --- | 5.30 PM | --- | --- | 9.00 AM | --- | --- | 7.40 AM |
| Ar. OINOINNATI | 8.05 AM | --- | --- | 5.35 PM | --- | 2.35 AM | --- | --- |
| Ar. INDIANAPOLIS | 11.45 AM | --- | --- | 10.35 PM | --- | --- | --- | --- |
| Ar. LOUISVILLE | 11.50 AM | --- | --- | 9.30 PM | 7.10 AM | --- | --- | --- |
| Ar. ST. LOUIS | 6.00 PM | --- | --- | 7.28 AM | 1.40 PM | --- | --- | --- |
| Ar. OHATTANOOGA | 6.00 PM | --- | --- | 8.25 AM | --- | --- | --- | --- |
| Ar. MEMPHIS | 11.00 PM | --- | --- | 8.30 AM | --- | --- | --- | --- |
| Ar. NEW ORLEANS | 10.00 AM | --- | --- | 8.00 PM | --- | --- | --- | --- |

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| Lv. OHIOAGO | --- | --- | 3.30 PM | 10.40 AM | --- | --- | 8.30 PM |
| Lv. COLUMBUS | --- | --- | --- | 7.05 PM | --- | --- | --- |
| Lv. WHEELING (EASTERN TIME) | --- | 5.00 PM | --- | 12.25 AM | --- | --- | 11.30 AM |
| Lv. CLEVELAND | --- | --- | 11.30 PM | --- | 2.00 PM | --- | --- |
| Lv. PITTSBURG | --- | --- | 8.00 AM | --- | 9.00 PM | --- | 1.15 PM |
| Lv. ST. LOUIS | * 8.54 AM | 2.05 AM | --- | --- | --- | * 6.30 PM | --- |
| Lv. LOUISVILLE | 2.10 PM | 8.10 AM | --- | --- | --- | 9.08 PM | --- |
| Lv. INDIANAPOLIS | † 2.45 PM | 8.05 AM | --- | --- | --- | 2.30 AM | --- |
| Lv. OINOINNATI | * 6.35 PM | 12.10 PM | --- | --- | --- | 8.10 AM | --- |
| Lv. NEW ORLEANS | --- | 7.05 PM | --- | --- | --- | 9.15 AM | --- |
| Lv. MEMPHIS | --- | 6.50 AM | --- | --- | --- | 8.40 PM | --- |
| Lv. OHATTANOOGA | --- | 10.40 PM | --- | --- | --- | --- | --- |
| Lv. DEER PARK HOTEL | 6.44 AM | 12.42 AM | † 10.25 AM | 6.14 AM | --- | 8.42 PM | 5.16 PM |
| Lv. WASHINGTON | 12.40 PM | 6.41 AM | 4.42 PM | 12.30 PM | 6.30 AM | 2.42 AM | 11.20 PM |
| Ar. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 AM |
| Ar. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 AM |
| Ar. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 PM |
| Ar. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| Ar. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | --- |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
- No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517. Drawing Room Buffet Parlor Car New York to Washington.
- No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
- No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
- No. 511. Drawing Room Buffet Parlor Car New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elton via N. & W. Ry.
- No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
- No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elton and Luray, Va., to Washington, via N. & W. Ry.
- No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.

BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, Ticket Agent; G. W. SQUIGGIN, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COOKEY, Ticket Agent.

BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.

BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BARKEY, Ticket Agent.

BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.

BUFFALO, N. Y., 210 Elliot Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.

BUTLER, PA., Wm. TURNER, Ticket Agent.

CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.

CHESTER, PA., J. B. WINTERS, Ticket Agent.

CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.

CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.

CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; J. E. BUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.

CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 3010.

CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.

COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.

CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.

COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.

DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.

DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.

HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.

KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.

LORAIN, OHIO, C. A. MELIN, Ticket Agent.

LOS ANGELES, CAL., Orpheum Theater Building, J. C. BURCH, Traveling Passenger Agent.

LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. ORONE, Ticket Agent.

MANSFIELD, OHIO, C. W. JONES, Ticket Agent.

MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.

MASSILLON, OHIO, W. H. RUCH, Ticket Agent.

NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.

NEWARK, OHIO, F. P. COEPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.

NEW CASTLE, PA., R. L. TURNER, Ticket Agent.

NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.

MORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.

PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; O. T. PROUDFOOT, Ticket Agent.

PHILADELPHIA, 894 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 392 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 8d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARKEY, Ticket Agent.

PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. Cor. 5th Avenue and Wood Street, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 508 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.

SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.

SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.

SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.

ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GREISERT, Traveling Passenger Agent.

ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.

TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.

VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.

WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.

WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.

WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.

WINCHESTER, VA., T. B. PATTON, Ticket Agent.

YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.

ZANESVILLE, OHIO, Jas. H. LEE, Ticket Agent.

EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

| | |
|--|--|
| <p>C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.</p> | <p>B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.</p> |
| <p>D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.</p> | |



Concerning the Dining Car Service of the Baltimore & Ohio Railroad

It is unexcelled. If you have any doubts, investigate it for yourself and draw your own conclusions. The Railway Company operates it, looks after details; likes to receive compliments if it pleases; and complaints if it does not.

The service is a la carte when it is deemed advisable, and table d'hôte when the hours suggest a full course dinner.

The menu and service throughout is operated for the benefit and pleasure of our patrons. If it can be improved in any way we will be glad to receive suggestions.

E. V. BAUGH,
Superintendent Dining Car Service
Baltimore & Ohio Railroad.



GUIDE TO WASHINGTON

Published by the Passenger Department of the
BALTIMORE & OHIO RAILROAD



FRONT



BACK

The guide is artistic and practical. All places of interest are fully illustrated. The covers are engraved and printed from steel plate by John A. Lowell & Co., Boston.

The portrait of Washington is taken from the original by Stuart, owned by the Boston Art Museum.

Copies of the guide can be obtained from all principal ticket agents for ten (10) cents per copy, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

B. N. AUSTIN,

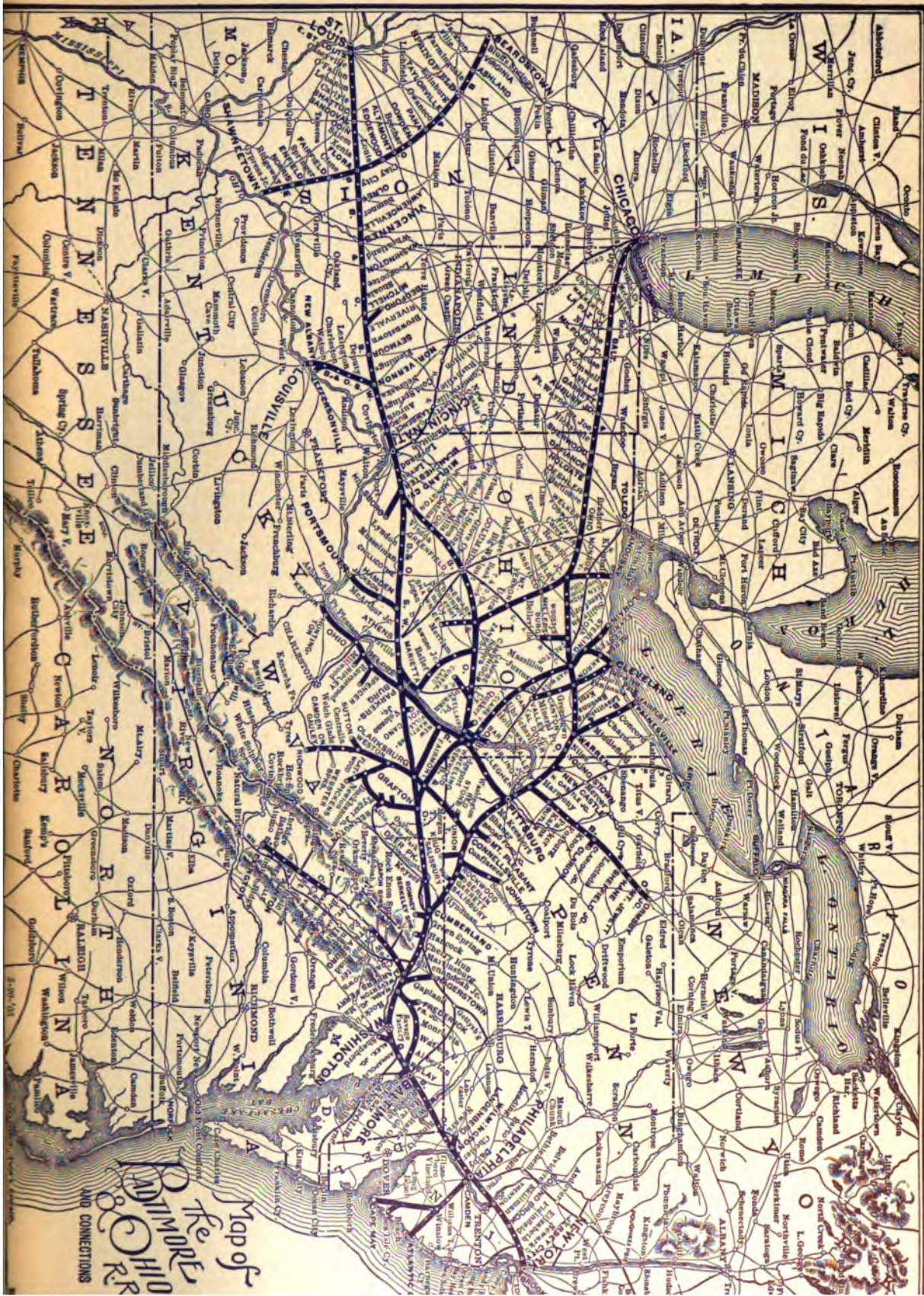
General Passenger Agent
Baltimore & Ohio Railroad
CHICAGO, ILL.

C. W. BASSETT,

General Passenger Agent
Baltimore & Ohio Railroad
BALTIMORE, MD.

D. B. MARTIN,

Manager Passenger Traffic
Baltimore & Ohio Railroad
BALTIMORE, MD.



Map of
the
Eastern
United States
and Connections

Baltimore



R.R.

EAST AND WEST



CALENDAR - 1905



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

ROYAL BLUE GRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF

THE

ROYAL
BLUE

TABLE OF CONTENTS.

| | Page |
|---|------|
| Thanksgiving. By Henry Edward Warner | 1 |
| Chicago as a Great Commercial City | 3 |
| The Valley of the Shenandoah. By R. M. Cheshire | 10 |
| The Congressional Cemetery. By F. G. Young | 15 |
| Humor and the Humorist | 18 |
| Stub Ends of Thought { By Arthur G. Lewis | 21 |
| Bring a Light | |

ILLUSTRATIONS.

| | |
|---|--------------|
| Chicago. | |
| Lake Front | Frontispiece |
| The Lake Shore Drive | 2 |
| Chicago in 1837 | 3 |
| Chicago River | 4 |
| Market Street | 5 |
| Plymouth Court | 6 |
| Freight Yards | 7 |
| Adams Street | 8 |
| Jackson Boulevard | 9 |
| The Valley of the Shenandoah. | |
| Lestown | 10 |
| Home of General Gates | 11 |
| Home of General Lee | 12 |
| Home of General Steppen | 13 |
| Grave of General Stephen | 13 |
| Grave of General Darke | 14 |
| The Tombs of Commodore Rodgers, General Macomb, and | |
| Upshur and Kennon | 15 |
| The Cenotaphs of Senators and Congressmen | 16 |

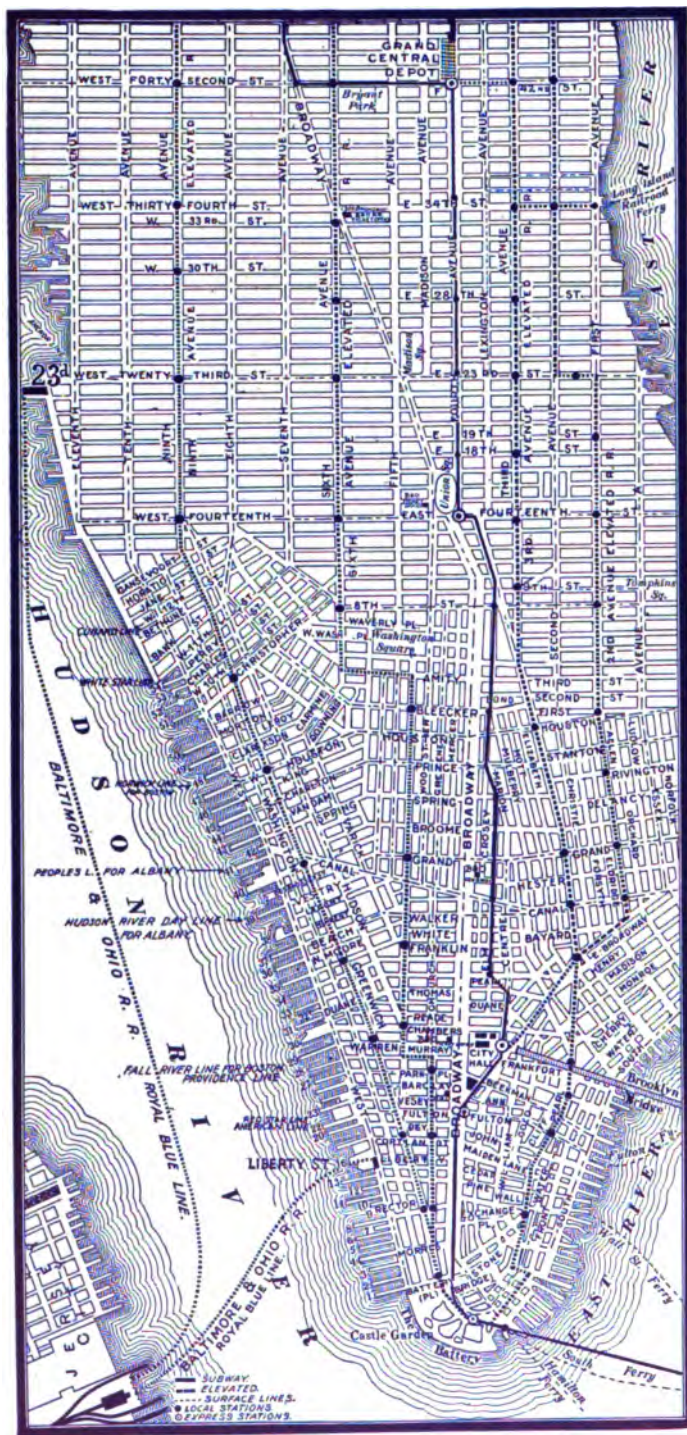
PRICE 5 CENTS.

50 CENTS PER YEAR.

BALTIMORE & OHIO R.R.

CHICAGO

23d St. The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

SOMETHING NEW!
Through Street Car Service
BETWEEN
23d Street Terminal
AND
Grand Central Station
NEW YORK CITY

The traveling public will be pleased to know of the inauguration of a new line of through street cars between the new 23d Street Terminal of the Baltimore & Ohio Railroad at New York City and the Grand Central Station of the New York Central and New York, New Haven & Hartford Railroad, avoiding any perplexity or fear of expensive transfer between these stations.

Cars are run without change from 7.30 a. m. to 7.00 p. m. on a four-minute headway, making the distance between stations in twenty minutes. Fare, 5 cents.

Cars run via West 23d Street and Fourth Avenue.

See map of New York City on opposite page.



CHICAGO

Grand Central Station

DAILY

EFFECTIVE NOVEMBER 19, 1905

No. 8

Leave 10.40 am

**NEWARK
COLUMBUS
WHEELING
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

**Through Coaches
Drawing-room
Sleeping Cars
New York
Dining Cars**

RETURNING

No. 7

Arrive 5.30 pm

NOTE CHANGE

No. 6

Leave 5.00 pm

**AKRON
YOUNGSTOWN
PITTSBURG
CONNELLSVILLE
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

**Through Coaches
Drawing-room
Sleeping Cars
Pittsburg
New York
Observation Parlor
Cars
Dining Cars**

RETURNING

No. 5

Arrive 9.00 am

No. 14

Leave 8.30 pm

**AKRON
CLEVELAND
YOUNGSTOWN
PITTSBURG
COLUMBUS
WHEELING
CONNELLSVILLE
CUMBERLAND**

**Immediate connections Baltimore and New York
Through Coaches
Drawing-room
Buffet Sleeper
Cleveland, Pittsburg and Wheeling
Buffet Parlor Car
Pittsburg and Cumberland**

RETURNING

No. 15

Arrive 7.40 am

KEEPING APACE WITH THE TIMES

AND TO MEET
20th CENTURY REQUIREMENTS
THE

Baltimore & Ohio R. R.

WILL INAUGURATE VERY MUCH FASTER TIME

BETWEEN

Chicago and Pittsburg AND THE EAST

Effective Sunday, November 19th, Royal Blue Limited Train No. 6, which now leaves Chicago at 3.30 p. m., and arrives Pittsburg at 7.35 the following morning, will after the date mentioned

**Leave Chicago at 5.00 p. m. daily
and arrive Pittsburg same time as at present**

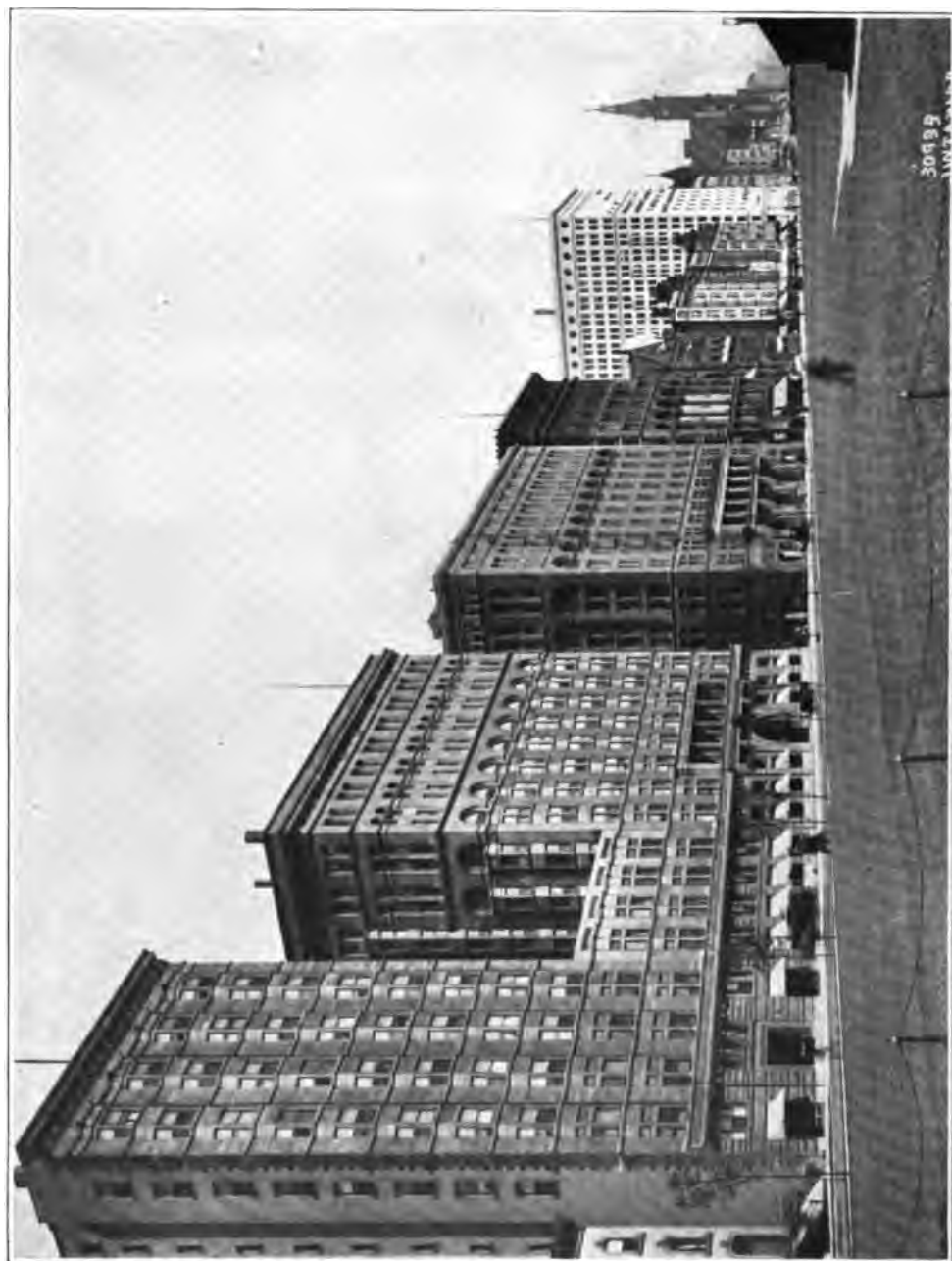
Running through to Washington, Baltimore, Philadelphia and New York on fast schedule.

Express Train No. 14 will leave Chicago as heretofore at 8.30 p. m., daily, arriving Pittsburg at 12.15 noon the following day, **making the trip in twenty-five minutes less time than at present.**

The Washington, Baltimore, Philadelphia and New York Vestibuled Limited Train No. 8 will leave Chicago at 10.40 a. m., as at present.

**THROUGH COACHES
DINING CARS**

**DRAWING-ROOM SLEEPERS
OBSERVATION PARLOR CAR**



THE LAKE FRONT, CHICAGO.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1905, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX

BALTIMORE, NOVEMBER, 1905.

No. 2.

THANKSGIVING.

BY HENRY EDWARD WARNER.

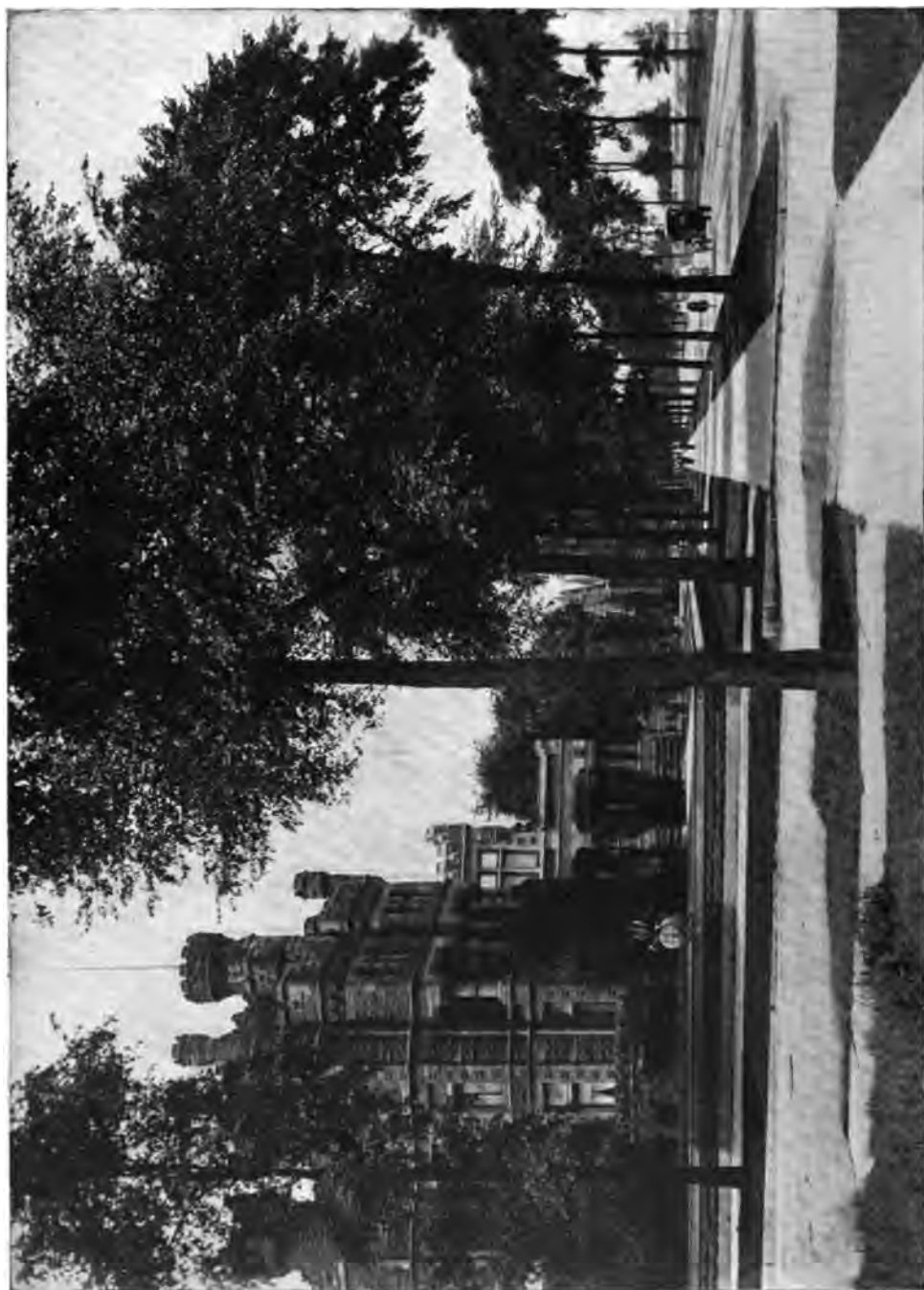
For life, for happiness, for peace of mind,
For soothing quiet to the soul's distress;
For here a blossom in life's wilderness,
Or there a sparkling spring, a cooling wind,
We thank Thee, Lord.

For all the bounties from Thy richest store,
For love, for fellowship, for that heartbeat
Of sympathy that turns the bitter sweet
And keeps the latch without true friendship's door,
We thank Thee, Lord.

For life that's sweeter each succeeding day,
For roses strewn awhere our pathway lies;
For calm content that ev'ry fear defies
And for the privilege of knowing Thee,
We thank Thee, Lord.

So may we live that, as the ages roll,
Adown the vista of eternal things,
We may abide by everlasting springs
And quaff Thy promise to our living soul.

Amen.



THE LAKE SHORE DRIVE, NORTH SIDE.

CHICAGO.

IT might be justly said that Chicago with its population of 1,698,575 (U. S. census), the second in size of the commercial cities of the new world, is but sixty years old. True, old "Fort Dearborn" is much older than that, but in these days of commercial supremacy the population at that time was 12,000. In 1847 another wholesale dry goods house was established and the town had increased in population to nearly 17,000; and in the same year the great McCormick Reaper Works were established and located in Chicago, necessarily, to supply the means



CHICAGO IN 1887.

historical traditions do not amount to much and the importance of any city is based upon how it delivers the goods.

Chicago commenced competition when it established its first wholesale house in 1844. The commodity was hardware, because of the demand for this particular article on the great prairies of the Middle West. The next year there was established a wholesale dry goods house, and

for development of the great western granaries.

There was no such thing as the telegraph at that time and orders for goods came overland; and it was five years after the first message was sent from Baltimore to Washington over the Baltimore & Ohio Railroad by S. F. B. Morse, in 1843, before Chicago had its first telegraph line—to its sister city, Milwaukee. In that year,

1848, the telegraph lines began to spread rapidly, and Chicago also had the commencement of its first railroad, also its canal, and before the close of the year its first railroad locomotive. The population had then increased to 28,000. As early

dollars multiplied so rapidly as to cause comment throughout the world.

Up to 1861, Cincinnati had been considered the greatest meat-packing center, but in this year Chicago outclassed it and has held that distinction ever since. Not-



CHICAGO RIVER—THE CITY'S GREAT INSIDE HARBOR.

as 1854 Chicago had attained first place among the leading grain-exporting ports of the world, and its population had increased to 65,000. Five years later the realization had dawned upon them that they were destined to become a metropolis, and the figures in population and the earnings in

withstanding the four years of the Civil War, Chicago's business forged ahead and the city grew with amazing prosperity until 1871, when it was visited by the destructive fire which consumed nearly every wholesale house in the city. The fire apparently only added to the zeal of the

merchants, and like most fires in large cities, was a financial blessing. The total loss was estimated at about \$200,000,000, and it has been stated that the insurance amounted to less than twenty cents on the dollar.

factures increased to \$834,000,000, and ten years later, that is in 1891, had passed the billion mark, and in 1904, which has exceeded all previous years in volume of wholesale trade and manufactures, had increased to \$3,095,000,000.



MARKET STREET, NORTH FROM JACKSON BOULEVARD.

The city of Chicago of today therefore really dates its physical existence from the fire. In 1873 the wholesale and manufacturing business, amounting to \$516,000,000, had increased \$79,000,000 over that of 1871, notwithstanding the fire handicap. Ten years later the wholesales and manu-

A visit to Chicago today shows a concentration of the wholesale houses in the most central district of the city. Within one-half mile square, fully 90 per cent of all the wholesale houses in the city are congregated. Chicago is the greatest clothing market and greatest furniture



PLYMOUTH COURT, LOOKING NORTH.

market in the United States. It is second to Pittsburg in the wholesale iron and steel trade and leads in men's furnishings.

One thing that every school boy knows about Chicago, is its beef-packing industry. Every city of any consequence in the

producing qualities of Chicago, a glance at its transportation facilities is consequential. Its twenty-four trunk lines, reaching to every portion of the United States in addition to its magnificent facilities on the Great Lakes give it unlimited opportu-



FREIGHT YARDS AT FOOT OF RANDOLPH STREET, CHICAGO.

United States, and most cities in foreign countries, have branch offices of at least one of the great slaughtering and packing firms of Chicago. The transactions in this line alone last year amounted to \$690,000,000.

Having mentioned these figures on the

ities for exploitation. The city is honey-combed by an underground railway, for freight purposes, which is one of the most remarkable things in the world. This railway was built and in operation before even a small proportion of its population knew what was going on.

The city not being hemmed in with hills, but entirely flat, was afforded an opportunity to spread out and now covers an area of 191 square miles; the distances

able buildings. Chicago presented to the world the first modern steel buildings, and its architects and builders are still looked to as the expert builders of modern times.



ADAMS STREET, WEST FROM FIFTH AVENUE—WHOLESALE DISTRICT.

are therefore great from the north to the south, but facilities for rapid transit are amply provided for by the railroads, elevated lines and electric surface lines.

It will be remembered that in matters of architecture, Chicago took the first step in going beyond conventional lines in the building of sky-scrapers, and while it is now out-classed in this particular feature by New York City, it has a number of these remark-

But Chicago is not all business; it seeks pleasure as earnestly as any other big city. When the people get together and propose to do a certain thing they have always retained their reputation of "making good." For instance, take the World's Fair in 1893, which was unquestionably the greatest exhibition of its kind ever held—the beautiful White City remains a dream to all who saw it. The exquisite homes are

not confined to one grand boulevard. They spread out far to the north and far to the south and hundreds of miles of perfectly level roadway criss-cross the beautiful residence sections. Everything is on a large scale, and if a resident of the "Windy City" is sometimes given over to a little boasting now and then, it is not a bad thing, for the wish is more than often the father to the thought; and the result is something done.

The Baltimore & Ohio Railroad made its entry into Chicago on November 1, 1874, giving the city another important trunk line outlet to the seaboard cities, and has been an important factor in the wonderful development of this great commercial center.

Its passenger trains arrive and depart from the Grand Central Passenger Station, located at Harrison Street and Fifth Avenue.



JACKSON BOULEVARD, EAST FROM MARKET STREET—WHOLESALE DISTRICT.

THE VALLEY OF THE SHENANDOAH.

BY R. M. CHESHIRE.

BEAUTIFUL word-pictures of the Valley of the Shenandoah have been given to the public, but the subject is one of endless interest.

Not only is the Valley of the Shenandoah beautiful, but it is full of historic interest, and particularly this immediate

paign; Adam Stephen, the great fighter and friend of Washington; and William Darke, a hero of the frontier and the victor in a hundred personal combats with the savages. In this valley these first-named warriors rusted out long years of vigorous manhood in inglorious repose, their swords



MAIN STREET, LEETOWN, NEAR KERNEYSVILLE, W. VA.

section, where on adjoining estates lived three great generals of the Revolution and a fourth who did not appear so conspicuously in the great struggle. Three of the residences of these distinguished men are still standing on the highways and byways. They call to mind the history which makes them noteworthy, for history is written not less eloquently on stone and brick and mortar than on paper. Great men make immortal the things they touch; the echoes of their words, the roofs that sheltered them speak equally with the printed pages which record their deeds and words. The books congregate in libraries and form valuable archives for historians and students; but the buildings are the archives of the people. They elevate the man who looks on as he passes and knows the associations which make the mass of stone worth looking at. They become teachers and are sermons in stone.

At this quiet little village and within a radius of a mile or two lived long and weary years Charles Lee, the sinister hero of Monmouth; Horatio Gates, loser of the battle of Camden and the Southern cam-

in moth-eaten scabbards. Here, too, near Winchester, lived General Daniel Morgan, the brave of braves, whose life was one long battle.

All that concerns the characters of these men is legitimate food for thought, and the very localities which still speak of them are full of the deepest interest. Much more is this the case with the houses which they inhabited—the places in which they spent any considerable portion of their existence. The old home of General Charles Lee, at this place, is an oblong building of massive stone, with chimney midway. The present owner of this house says that it is just twice the size it originally was, and the excellent lady took pleasure in explaining to the writer how the eccentric General lived in this (then) remote abode for many years with few acquaintances and fewer friends. The simple folk of the region had some cause to wonder at his peculiarities and eccentricities. The ground floor of his “mansion” had no partition; it was divided by chalk lines merely, and these lines marked out four compartments. In the first he

kept his books; in the second was his bed, a rough camp couch; in the third, his saddles, hunting outfit and dogs; while the fourth, which included the fireplace, was his kitchen. Lee said that by this he could overlook his establishment without getting up to open doors. After his death an addition exactly the same size as the other portion of the stone house was built, thus making the house just twice its original size.

Tradition has it that after Lee's brush with General Washington at Monmouth, the latter sent a note stating that he would call on him on a certain morning, and that he hoped all past contentions and bitterness had been forgotten. Lee could not eradicate the old bitterness he felt for his adversary, and unlike the ordinary man he could not make a commonplace excuse for not desiring to see him. He had to do it out of the ordinary—do it as no other person would. So on the day fixed for the visit of General Washington, Lee sent away his Italian servant and all the negroes,

paper he silently rode away, recognizing the bitterness of his former companion stronger than ever.

General Lee was called "Boiling Water" by the Mohawks, to distinguish his restless temperament—a temperament which led him over Europe and other countries, before he found a final residence in America, settling in Virginia in 1773. He became an ardent Republican and was one of the original Major-Generals of the Revolutionary War. When Washington rebuked him on the field of Monmouth and charged him with ill-timed imprudence, Lee quickly retorted that "I know of no man blessed with a larger portion of imprudence—that rascally virtue—than yourself." Perhaps Lee has been too much blamed, and was perhaps not such a great offender as the world supposed. His error at Monmouth was not a want of courage, but of judgment, for he had fought with the most reckless bravery on two continents—this soldier of fortune who had all to lose and nothing but life to gain. But the brave



"TRAVELER'S REST." HOME OF GENERAL GATES NEAR LEETOWN.

and then mounting his horse he rode away, first, however, having left a note affixed to the front door (the only one) saying,

"NO MEAT COOKED HERE TO-DAY."

It is said that Washington came and knocked in vain, but when he read the

man abandoned a cause which he regarded as having outraged him, and refused to take further part in the war. He was court-martialed and his commission taken from him. He came here to his estate and busied himself in hoeing tobacco, declaring it the best school for a General.

After years of weary existence General Lee moved to Philadelphia, where he sickened and died, and writers have said that he died in poverty; but such is not carried out if one reads his last will and testament, which is now in the archives of the courthouse at Martinsburg. He disposes by bequest of thousands of acres of lands, valuable stock and cattle, silver plate, and closes with this request:

"I earnestly ask that I be not buried within a mile of a Presbyterian or Anni-Baptist meeting-house, for having kept so much bad company in life I do not wish to continue the connection when dead." He sleeps in Christ Church yard, Philadelphia.

midst of which it stands. The building is of stone, a story and a half high, and is in perfect state of preservation, its present owner declaring it to be the best-constructed house in the Shenandoah. One of the apartments is peculiarly arranged. It is a large room with three windows almost together. When the house was being built some of the General's friends in England sent him three large damask curtains, and the windows were made to fit the curtains. Gates was essentially a courtier, preserving always a bland and courteous carriage, with dignity of tone and address. He had a florid complexion, full face and inclined to corpulency.



GENERAL CHARLES LEE'S HOME—LEETOWN.

General Horatio Gates, like Lee and Adam Stephen, was an Englishman by birth, and was a son of a captain in the British army. Horace Walpole, whose name he bore, spoke of him as his godson. General Gates lived adjoining General Lee, and his splendid old home still stands between Leetown and Kerneysville. It is somewhat removed from the county road or "pike," and is known throughout this section as "Traveler's Rest," a name given it by General Gates. The house is not sufficiently peculiar to demand special description, and would not attract attention had not history connected the name of a celebrated man with the domain in the

As the captain of a New York company, General Gates marched with Braddock on his expedition against Fort Duquesne. Subsequently he went to the West Indies with General Monckton. After going to London as the bearer of dispatches he returned to America and settled in Virginia at Traveler's Rest. He became a close friend of General Washington. The splendid career of Gates throughout the American struggle gave him popularity and fame, and at one time he came near succeeding Washington as commander-in-chief of the army, but like Lee, he was forced to take the second rank of Major-General. Gates was appointed to the command of the army in the

South and he met ruin at Camden, being succeeded by Greene, and thus ended the splendid career of the rival of Washington. He had fought long and bravely, but his battles were over. His fame had been immense, and he had struggled for that which would place him at the head of affairs.

Heartsore and weary, the great fighter, whose ambition was greater than his success, returned to his home, "Traveler's Rest." His laurels were withered and over his head hung a great cloud of public execration. It is history that Congress had prepared a thunderbolt to strike him, but the soldier's sadness was respected and he was permitted to live here unmolested with no additional bitterness infused into his cup. Here in the old stone house he lived long years of pain and bitterness. Here passed the days of the man who had shone as the king of the camp, until he moved to New York, where he was elected to the legislature. He died in 1806 at his home on Rose Hill, then near the corner of Twenty-third Street and Second Avenue.

While George Washington was stationed at the town of Winchester, engaged in his work of surveying, he formed the acquaintance of Adam Stephen, and later on, when Washington became commander of the forces on the frontier, Adam Stephen received his first commission. He bore his part and filled worthily every duty assigned him. He was commandant for some time at Fort Cumberland, then the farthest advanced post of the border, and immediately confronting Fort Duquesne. He commanded a battalion sent to the aid of South Carolina by Virginia, and soon after this he disappeared from the service, returning here to spend the balance of his days. General Stephen held large landed possessions, and gave the land on which Martinsburg now stands. His home on the Opequon, near Leetown, was a log house, rough and unpromising, evidently intended more for actual every-day utility than for show. Like the Lee home, an addition has been placed to the log house, and it does not now resemble the old home of the

General. It is said that Stephen, like Morgan and other soldiers of the period, was much given to the wine cup; and, unlike his neighbor, Lee, he loved company and was never happier than when he had his friends around him. From his cabin there was often the sound of revelry in the



GENERAL STEPHEN'S HOME ON THE OPEQUON.

long hours of the winter's nights. Stephen kept open house all the time. He loved the wild woods in which he lived; he loved his people, and was a man of rude jest and wild revel, but with brave and patriotic impulses. He worthily fought many fights for the people he loved and his home. In



GENERAL STEPHEN'S UNFINISHED MONUMENT, MARTINSBURG.

his will he disposed of a large area of land, and requested that his remains be laid to rest at a certain point in the edge of Martinsburg, a location which is now included in the splendid estate of ex-Senator Charles Faulkner, and in the northwest corner of the beautiful grounds which front his home. The General also provided in his

will that a certain sum of money be expended in erecting a substantial monument over his grave, but the executors of the estate never got further than placing a few huge stone boulders for a foundation. Somehow, as is sometimes the case in such matters, the money was not forthcoming, and to-day the large stones for the foundation of the monument are all that show where the great fighter and liberal citizen is buried. The fourth and last of these Revolutionary generals who lived neighbors here was General William Darke, a native of Pennsylvania, while Lee, Stephen and Gates were from Great Britain. Darke served uninterruptedly throughout the Revolution, while the three others were court-martialed and deprived of their commissions. Darke's home was not far from those of

the other three generals, but tradition has it that he was a man who kept largely to himself, not caring to associate with anyone save his immediate family and some of the very exclusive people of the valley. He walked in the way of the aristocrat, and was not very generally liked by the plain folk of the valley. His home was near what is now Darkeville—named in his honor—and near Duffield depot. He died in 1801 and was buried in Engle graveyard near Kerneysville. The house has long since disappeared, it having been constructed of lumber, and not of stone, as in the case of the homes of Lee and Gates.

It is worth the while of any seeker of pleasure or history to visit the beautiful Shenandoah and look upon these old homes of great generals and brave soldiers.



GRAVE OF GENERAL DARKE, KERNEYSVILLE, W. VA.

THE CONGRESSIONAL CEMETERY.

BY F. G. YOUNG.

"The boast of heraldry, the pomp of power,
And all that beauty, all that wealth e'er gave,
Await alike th' inevitable hour:—
The paths of glory lead but to the grave."

— Gray.

IN the southeastern portion of Washington, about a mile from the capitol, near the jail, workhouse and potters' field, is the cemetery, called by the act establishing it, "The Congressional Burying Ground." At the south end, reaching to the village of Anacostia, the tops of a long line of posts may be seen above the water; they are the piles upon which rested the bridge over which the British crossed in 1814 after the battle of Bladensburg, when they destroyed the White House, capitol, and some other public buildings. On retreating they set fire to the bridge, which has never been rebuilt.

The original plot contained ten acres, but the area has been increased to about five times that size, and in the older part is the resting place of many men once famous in various walks of life.

The distinctive feature, and the one which gives the name, is the long rows of cenotaphs, bearing the names of Congressmen who died during their terms of office. These are uniform, five feet six at the base, about five feet high, with a circular top, which gives them something of the appearance of bee hives, and each bears the inscription:

THE HONORABLE.....
A MEMBER OF THE CONGRESS OF THE UNITED
STATES FROM THE STATE OF.....
BORN.... DIED....

For Senators, the inscription reads: The Honorable...., a Senator of the United States, etc. There are 173 of these; but only forty-seven of those to whose memory they are erected are buried here. Interments were made as early as 1780, Grace Episcopal Church, under whose control it is, being one of the early Washington churches.

In 1798 a member of the House died in

this city, and in that day of poor roads, when the most expeditious method of travel was by stage coach, it was impossible to convey the remains to his home, and he was buried in what was then the principal cemetery of the city. Other deaths and other interments during sessions of Congress followed, and in 1807 a charter was procured, Congress donating several acres of public land, with the proviso that 100 sites be reserved for the burial of members.



THE TOMBS OF COMMODORE RODGERS, GENERAL MACOMB, AND UPSHUR AND KENNON.

This number was afterwards increased to 300, and provision was made for the erection of one of these monuments for every member dying during his term, without regard to the place of his death or burial.

Among the names of famous men may be seen that of Henry Clay, once the idol of his party; John C. Calhoun, the great nullifier and original secessionist; Owen Lovejoy, one of the pioneer anti-slavery men; and Preston Brooks, who struck down Charles Sumner in the Senate Chamber.

The custom of erecting these monuments continued until 1868, one of the most recent being in memory of Thaddeus Stevens, "Pennsylvania's Great Commoner," who died in that year, and was buried

in the negro burying ground at Lancaster, Pennsylvania, as he had requested.

A stately marble shaft marks the grave of William Wirt, once a candidate for the presidency, famous as an author and as the lawyer who conducted the prosecution of Aaron Burr for treason. He ranks as one of the ablest men who ever filled the place of Attorney General, in which capacity he served from 1817 to 1825, in the Cabinet of Monroe.

An imposing marble column marks the resting place of George Clinton, Vice-President of the United States, who died suddenly in Washington in 1812, which records that he was a soldier and statesman of the Revolution, and that among the many high offices he filled were those of Governor of his native state, New York,



THE CENOTAPHS OF SENATORS AND CONGRESSMEN.

and Vice-President of the United States. Nearby is a monument erected by order of Congress to Elbridge Gerry, one of the signers of the Declaration of Independence and Vice-President of the United States, who was stricken with a fatal illness in his carriage while on his way to the capitol to preside over the Senate, and was buried here in 1814.

Here lie many who in life bore high rank in the army and navy, as well as in civil life. A noticeable group of monuments stands near the center of the old part of the grounds. One is that of General Jacob Brown, who was commander in chief of the army at the time of his death, in 1828, and beside it is one erected by order of Congress to General Alexander Macomb, who succeeded him in that rank, dying in 1841. It states that "He served his country in youth and manhood, in the

profession in which he died, during a period of over forty years, without stain or blemish on his escutcheon." Near at hand is the grave of A. P. Upshur, Secretary of State in the Cabinet of Tyler. He was one of the victims of the explosion of the great gun of the frigate Princeton in 1844. In the same grave is buried Captain Kennon, the commander of the frigate, and a tablet tells that "The lamented men who lie under this stone were united by the ties of friendship, which commenced in youth, and experienced no interruption until the awful moment when both their lives were terminated by the explosion of the great gun President."

Close to this group is a triangular stone marking the grave of Commodore John Rodgers, who died in 1838, while senior officer of the navy.

John Quincy Adams, sixth President of the United States, who was elected to Congress eight times after the expiration of his term as President, died in the capitol building February 23, 1848, just as he had finished speaking, and his remains were deposited in a vault here for some time before being taken to his home.

Grant's famous chief of staff, John A. Rawlins, who died while Secretary of War, was buried here, but his remains were removed to Arlington about three years ago.

Over the grave of Tobias Lear is a tablet which says, "He was the intimate friend and secretary of the illustrious Washington, and his mourning son and desolate widow have erected this stone to mark the place of his abode in the city of silence." A very pretty monument erected by the I. O. O. F. shows the grave of F. H. Stuart, one of the founders of the order, and the inscription says, "He was one who loved his fellow men." Of a colonel we learn from his monument that he was a gentle and brave soldier.

In 1864 an explosion occurred at the arsenal and twenty-one girls were killed, and their names appear upon a marble shaft near the western entrance. A handsome block marks the grave of a Prussian minister, who was buried here in 1823; it was erected by command of his majesty, Frederick William III, King of Prussia. This

ruler was a brother to Emperor William I of Germany, the grandfather to the present emperor. The older stones bear some noticeable inscriptions. On either side of the entrance to a large vault is a tablet inscribed, "Inexorable Death's Doing," followed by long lists of names of those interred within. A space devoted to a family has a number of low stones showing the names, but a monument in the middle bears no carving except the profile of a stern-looking man, probably the head of the family. In one place is a granite coffin, life size, but with nothing about it to tell whose memory it was meant to perpetuate. A prominent man in a Western city some years ago ordered that his grave should be marked with an immense granite boulder, with nothing on it, as he said the trouble necessary to find who was buried there would cause the name to be remembered when learned. This coffin may be for the same purpose.

Among famous names here is that of Joseph Gales, the editor of the "National Intelligencer," once ranking as the leading paper of the city, if not of the country; Bach, the organizer of the coast survey; many of the officers of our earlier army and navy. A marble cannon, muzzle upward, and resting on cannon balls, over the remains of one of these, says, "This marble typifies the estimation of his friends." Near is a stone to the memory of an officer and nine men drowned in 1846 while exploring the Gulf Stream.

The charter provides that no person of color shall be buried here, but Indians are not excluded, and a handsome shaft shows the grave of Push-ma-ta-ha, a Choctaw chief, who died of croup at the age of seventy while one of a delegation who were here to negotiate a treaty. His epitaph says, "He was a warrior of renown, wise in counsel, eloquent to a remarkable degree, and on all occasions and under all

circumstances a friend of the white man." He had evidently seen and been impressed by a military funeral, for among his last words as he was dying far from home and friends were, "Let the great guns be fired over me when I am gone."

Oak Hill and Rock Creek cemeteries have succeeded this as the burial place of most of the prominent men of the newer generation; Arlington is the chosen place of the army and navy officers of rank, but the long rows of vaults and stones bearing names once well known show that in its day it was the principal place of its kind at the capital city. In one corner of the enclosure is the unmarked grave of Herold, one of Booth's band of conspirators, and his companion on his flight. When the cavalry surrounded the barn in which the fugitives were hidden and summoned them to surrender, this scared boy begged Booth to give up and was driven out by the murderer, who stood at bay in the burning barn, carbine in hand, until shot from behind. Payne, the man who attacked and almost killed Seward, Secretary of State, tried to reach the bridge near this cemetery, leading towards Maryland, but lost his way and reached the bridge after the alarm was given and the guards doubled, and abandoning his horse he broke open the door of a vault and hid there until forced out by starvation. He was captured at the house of Mrs. Surratt, where the plot was laid, and where he had gone in search of food. Payne and Herold were tried and executed with Mrs. Surratt and Atzerodt.

This once famous burial place now has a neglected look. The few dwelling houses in its immediate vicinity are of the poorer class. Railroad tracks run beside it, its quiet is disturbed by the shrieks of whistles and the rattle of trains at all hours, and it is not probable that it will ever regain its old-time prominence.



HUMOR AND THE HUMORIST.

A NORSE LOVE SONG.

BY HENRY EDWARD WARNER.

Breezes blow
To and fro
Over the Northern sea;
Clear and sweet,
Through the sleet,
Thirma is calling for me.
Now strong her voice through the darkening distance;
Now madly resonant, baffling resistance,
Wails with the wind, rises fierce in its pleading—
Thalkeld is coming, nor elements heeding,
While thou, sweet, art calling—calling!

Breezes blow
To and fro
Over the Northern sea;
And I know,
Thro the snow,
Thirma is calling for me!
Wind-riven rocks rib the coast of the ocean,
Thor's mighty hand guides the sea's wild commotion—
Grim terrors ride on the flood and the tide,
But Thirma is calling—calling!

Back! Move back,
Death-strewn track!
Think not to frighten me!
Naught appalls
When Thirma calls—
Demon or raging sea!
Back, all ye elements—back, nor prevent me!
Love hath its mightiest armament sent me—
On thro your menacing terrors I'll go—
On to the land of the midnight and snow,
For Thirma is calling—calling!

FATHER DAN O'MALLEY.

T. A. DALY, IN "CATHOLIC STANDARD AND TIMES."

Whin Father Dan O'Malley came as curate to
St. Ann's
There was work in Dublin Alley layin' ready to
his han's.
Aye! 'twas work o' sich a nature that no com-
mon man could do,
Fur indade, the only t'acher that the Alley gos-
soons knew
Was the Devil that was lurkin' in the badness of
their hearts,
And it's never aisy wurkin' fur to strive agin
his arts.
But although he's cute, fur shure, it is the
Devil's trade to schame,
You can trust an Irish curate fur to bate him at
his game.
There was little dilly-dally in the layin' out of plans
Whin Father Dan O'Malley came as curate to
St. Ann's.
Now, the trouble was just layin' in the fact that
as a rule
The gossoons thought more of playin' than of
goin' to Sunda' school.

Ev'ry plisant Sunda' mornin', faith, ye'd find
thim at their game,
Nor could any threat or warnin' make thim feel
a sinse o' shame.
An' of all the little divils that desp'iled the holy
day,
The ring-leader of their rivels was that rascal,
Paddy Shea.
He could set a top a spinnin' till ye'd think
'twould never stop,
An' the marbles he was winnin' would have aisy
stocked a shop.
Not a soul in Dublin Alley 'd won a vict'ry from
his han's
Till Father Dan O'Malley came as curate to
St. Ann's.

Father Dan was big an' jolly, wid a heart that
filled his chist
An' a smile that it was folly fur ye tryin' to
resist.
Well, it took a bare half-hour of one Sunda'
morn in May
Fur to dimonstrate his power over roguish
Paddy Shea.
Though the bells had rung their rally to the
Sunda' school, the hall
Showed no lad of Dublin Alley had appeared at
all, at all.
Father Dan wint out a-gunnin' fur the rogues
that stayed away,
An' the rascals started runnin', but he captured
Paddy Shea.
Thin it was that Dublin Alley passed from out
the Devil's han's,
Fur Father Dan O'Malley now was curate at
St. Ann's.

"Now, me boy," sez he to Paddy, "you're the
champeen player here,
So you'll play wid me, me laddie, just to make
yer title clear;
Is it marbles ye've been playin'? Well, we'll
start agin to play,
But you'll bend yer knees to prayin' whin I've
licked ye, Paddy Shea.
Come along, you rogue! Your luck'll not avail
ye now to win.
Whisht! More power to me knuckle, 'tis the
Church's work it's in."
From the very first beginnin' Father Dan out-
played the lad,
An' he wasn't long in winnin' ev'ry marble that
he had.
After that the Dublin Alley lads was putty in
the han's
Of Father Dan O'Malley, who is curate at
St. Ann's.

So the Sunda' school is crowded to the doors
this blessed day,
Fur the lads had lost their marbles to the skill of
Paddy Shea,
An' the leader o' the Alley has in turn throwed
up his han's
To Father Dan O'Malley, who is curate at
St. Ann's.

THE RUBÁIYÁT OF THE TOURIST.

Following the "Rubáiyát of the Commuter," by Harry Taber, comes the "Rubáiyát of the Tourist," by Frank T. Searight of the Los Angeles "Record." In the former, the trials and tribulations of the "short haul" traveler were exposed; while in the latter, the joys and sorrows of the long-distance traveler are cleverly chronicled.

Mr. Searight is a Californian; naturally his satire in the humorist descriptive vein, leads the tourist and his companions on a journey from snowballs to oranges.

The little book with burnt-leather cover and its poinsettia and old mission decorations is typically Southern California outside and inside. It is issued by the Unique Book-Magazine Publishing Company of Los Angeles at the very nominal rate of \$1.00; although in paper covers only half fare is charged.

THE LOG OF THE WATER WAGON.

BERT LESTON TAYLOR,
W. C. GIBSON,
L. M. GLACKENS.

These three guardsmen of "Puck" dared to enter the sacred precincts of Swear-off-ville, make a raid upon the archives, break open the strong box and secure manuscript copies of the log of the good ship "Lithia," which was one of the great fleet of water wagons, of which the "Flying Dutchman" was probably flagship. If the log be true the "Lithia," in its world-wide cruise, had safely rounded the Horn, passed through Beering Straights, grazed the rocks on which the Cafe Lorelei seductively sang, and then foundered in a *Simoon* off White Rock Point and split.

The story of the voyage betrayed by the conspirators was obtained from a number of loose splinters from the log found in a milk bottle which floated in from the wreckage.

In the rules and regulations of the ship were the following remarkable instructions;

"In making reservations the passenger's real name must be given in full, not his station house name. All 'John Smiths' will be regarded with suspicion.

"No bundles will be allowed in state-rooms, nor allowed to lie around the decks.

"Excellent concerts every evening by the 'Band of Hope.'

"Water-marked stationery at the disposal of first-class passengers.

"Each full ticket entitles passenger to one load.

"All animals, birds and other pets will not be allowed on the main wagon, but will be put in charge of the steward, tagged and put in the trailer and permitted to drink out of the trough of the sea.

"No passenger allowed more than three purple monkeys or two dozen red, white and blue snakes.

"No magneta elephants over twenty tons allowed in the trailer.

"The captain will stop for loads. If he does not stop when flagged, you will know he is full.

"Passengers feeling their anchors drag should apply to the purser for parachutes.

"Stopovers will be allowed at Vichy Springs. "No rain checks will be given out. This is a dry cruise.

"Special Note: In looking toward the bow of the vessel, the left-hand side is port; the right hand, sherry."

The rules of the ship rather prepare one for the following items, which appear in the log itself. It is very stirring and full of tragedy:

First day.—"At midnight we left the bar and got under way, with a big tide and the wind Souse-Souse East and piping full. Everybody aboard, barring the writer, is thoroughly saturated.

"The passengers, misled by the name, congregated in the saloon.

"I asked the mate if the mate's wife is called a room-mate. He said he did not know, but the midshipmite.

"The captain has just taken soundings, but reports he cannot hear a thing."

Some more days.—"Passed the trim little craft 'Coryphee,' homeward bound, loaded with lobsters and champagne; wigwagged to her that her starboard light was out and that her hair was coming down. She signaled back 'On your way.'

"Passed a ragtime whistling buoy.

"Spoke a tramp tank steamer, Red Booze Line. 'Ahoy! What ship is that?' hailed the captain. 'The Water-Wagon,' I replied through the captain's megaphone. 'Keep off,' he yelled, and crowded on all sail."

This little book made its appearance last August, and it will probably have a phenomenal sale between now and January first, as it will make a most appropriate New Year's present. You can get it at all news dealers. If you can't, you can from H. M. Caldwell Co., Boston, in an original package, on presentation of proper credentials.

SLOT MACHINES.

L. H. ROBBINS, IN NEWARK "NEWS."

The slot machine comes from England, like a great many other things of questionable virtue—plum pudding, for instance, and riding trousers and dollarless dukes. That is why we speak of "penny" in connection with slot machines when we mean "cent."

There are no pennies in the United States, except those imported by tourists for pocket pieces, to remind them of that week in dear old London. The American cent is scarce enough, goodness knows, but the penny is scarcer.

* * *

The slot machine is a great labor-saver. Butter used to cost 25 cents a pound. Now it costs 41 cents, so the purchaser gets 4 cents in change. After he has done a day's marketing he is carrying around more copper than an ocean liner. That is why family men of the present day look so weary and careworn. It's the copper money that bows their heads and bends their shoulders.

Right here is where the slot machine gets in its finest work. "Come to me and unload" it seems to say. "Through this slit you can find rest. Don't be a hunchback. Stand up like a man." In this respect the slot machine is an undisguised blessing.

There is a man in East Orange who doesn't believe in slot machines. In fact, he says terrible things about them. Slot machines can't sue for libel. Which is another strong point in their favor.

This man weighed himself in a railway station. He dropped in a cent and received in return a slip of paper and a spirited rendering of the Flower Song from "Faust." The card gave his weight as 160 pounds. Also it told him that his love was not in vain, although he must expect to die poor.

Doubting the machine's ability to guess his weight correctly the first crack out of the box he dropped in another cent, and then several others. Always the Flower Song. But by the time he had squandered a half dollar's worth of cents in the voracious slot, his weight was down to 157, and still decreasing. He had lost three pounds in fifteen minutes.

That the loss was in copper hasn't occurred to him yet. He thinks it was due to worry super-induced by the vagaries of the infernal machine, and he is now taking tonics to build up his flesh.

And yet that man believes in life insurance and a great many other things that he can't see through.

* * *

The second card, by the way, told him that he would be successful in business, but unlucky in love—a direct refutation of the first prophecy, you will observe. The third card said he would never marry, and the fourth informed him that he would have ten children!

There is something immoral about these fortune-telling machines. But probably it's of no use to complain to the police.

* * *

In the old days we used to take the family to the depot to see the cars come in. It was a pleasant pastime and cost nothing. The slot machines have changed all that.

Nowadays Willie wants chewing candy, and Susan cries for milk chocolate, and mother has to weigh the baby, and Johnny wishes to test his lung capacity, and Mary to see how much electricity she can stand, and Tommy to punch his name in an aluminum plate, until at last the head of the family goes home broke.

* * *

Ten years ago the slot machine dealt only in chewing gum. To-day it dispenses mineral water, lemonade, peanuts, popcorn, oranges, shoe-laces, postal cards, stamps, newspapers, sandwiches, eau-de-cologne, handkerchiefs, hairpins, cigars, pie, matches and light literature.

In time, no doubt, we shall get our mortgages, insurance policies, breakfast foods and beefsteak that way. Perhaps somebody will even invent a

slot machine that will let down small change to play in the other machines. Who knows!

* * *

A moral institution is the slot machine. Like the Salvation Army kettle and the Home for the Friendless poor box, it stands in the busy mart to remind us of better than worldly things. Its lesson and Mr. Rockefeller's are similar: "You must put something in if you want to get something out."

O, modest slot machine! We get weighed upon you in some public place, and when your music draws the gaping crowd's attention to our shrinking selves we learn humility. We drop a coin into your cavernous depths, and when you don't give up we learn patience and perseverance.

You typify the world. We deposit our young lives, our talents, our strength, and we get proportionate returns if we happen to have luck with us. If not, we go away and say nothing. For even if the world is built wrong, we have no right to smash it.

WOMAN'S SPHERE.

S. E. KISER, IN CHICAGO "RECORD-HERALD."

They met to talk of woman's sphere,
And some were young and some were old,
And some were fat and some were fair,
And some were coy and some were bold.
A lady with a double chin
Stood up and talked about a plan
Whereby her sisters all might win
Equality, at last, with man.

A sweet one who had Titian hair
Spoke very earnestly and long
Concerning gentle woman's sphere.
The points she made were good and strong.
She listed man as coarse and base;
She shook her fists and stamped her feet,
And spoke of woman's angel face
And of her temper, mild and sweet.

Another stately lady rose
And spoke about a coming storm,
And dealt a stand some heavy blows,
And loudly shouted for reform.
She, too, referred to woman's sphere,
Demanding wider latitude,
And man she pictured as a bear,
To be assaulted and subdued.

Now, while the ladies shouted thus,
A little mouse crept slyly out,
No doubt to learn what all the fuss
And all the scolding was about.
It ran across the stage—and then,
Because no hateful man was near,
The meeting ended! Once again
Was shown the breadth of woman's fear.



Stub Ends of Thought

By ARTHUR G. LEWIS.



EVERY good man finds his best impulses before the shrine of some good woman's example.

IMMORAL reaction is sometimes very pronounced when men attempt a refinement beyond the actual requirements of their organization.

REAL, earnest love lives in the moment of to-day, knowing no future fear, and confident in its own strength, feeling no uncertainty for to-morrow.

SELF-EXAMINATION is the most thorough procedure for graduation in a personal knowledge of ourselves.

How often envy finds faults and predicts failure where generosity is unable to locate virtue or foretell success.

IMPRESSIONS are not opinions, but merely a surface knowledge based upon individual prejudice or favor.

WOMEN are creatures of Nature's most delicate handiwork, and man is in nowise responsible for them.

ONE of the most cowardly features of human character is to willingly permit others to suffer for faults not their own.

APPLAUSE for our efforts is the incentive that often helps us to the highway of accomplishment.

WITHIN the circle of our best intentions there is always a woman's hand that leads, or a woman's face within our memory, or hope somewhere.

"I HAVE done my best" is sometimes only a reflection on our lack of ability to have done better.

THE whole problem of matrimonial happiness lies in the diplomacy of a woman's tact and knowledge of her husband's vagaries.

THE little prejudices of little minds sometimes prove the obstacles that earnest, independent natures are constrained to overcome.

A CONSCIENCE clear of self-accusing wrong sings a sweet lullaby of restful sleep and drives away all horrors of the night.

A LITTLE systematic observation is of more value than a great deal of surface knowledge and enthusiasm.

It is the first deception that fathers the first doubt.

"BRING A LIGHT."

BY ARTHUR G. LEWIS.

Bring a light when you can that will brighten the way
To the life-hope that lives in the heart of to-day;
To the morning that glows through the night-time of sorrow,
And helps us to trust in the day of to-morrow.
Bringing cheer in the darkness from sundown to dawn,
When fears and forebodings of failure are born,
And remember the hearts now despairing alone
Often suffer for errors and faults not their own.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 28, 1905. | No. 504 DAILY | No. 526 EXCEPT SUNDAY 8 HOUR | No. 525 EXCEPT SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 8 HOUR | No. 506 DAILY | No. 516 DAILY | No. 546 DAILY | No. 512 DAILY |
|-------------------------------------|------------------|---------------------------------------|-----------------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM |
| Lv. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 |
| Lv. BALTIMORE, CAMDEN STATION .. | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| Lv. BALTIMORE, MT. ROYAL STATION .. | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| Ar. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.06 | 6.00 |
| Ar. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 |
| Ar. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | ..... | 6.20 | 8.43 |
| | PM | PM | PM | PM | PM | PM | AM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 28, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 8 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 503 DAILY | No. 511 DAILY | No. 515 DAILY |
|-------------------------------------|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM |
| Lv. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 6.50 | 11.50 |
| Lv. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 |
| Lv. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.18 | 6.18 | 8.35 | 9.30 | 3.35 |
| Ar. BALTIMORE, MT. ROYAL STATION .. | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.18 | 10.55 | 11.32 | 8.00 |
| Ar. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 8.05 |
| Ar. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 3 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|-------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| Lv. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ..... |
| Lv. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | 4.00 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | ..... |
| Lv. PHILADELPHIA | 12.30 PM | 2.14 PM | 5.20 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ..... |
| Lv. BALTIMORE, MT. ROYAL STATION .. | 2.43 PM | 4.14 PM | ..... | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ..... |
| Lv. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ..... |
| Lv. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | ..... |
| Ar. DEER PARK HOTEL | 10.12 PM | 11.39 PM | ..... | 7.04 AM | 5.27 PM | 4.41 PM | ..... | ..... |
| Ar. PITTSBURG ..... | ..... | ..... | 7.15 AM | 7.45 PM | ..... | ..... | 9.00 AM | Lv. 4.30 PM |
| Ar. CLEVELAND ..... | ..... | ..... | 12.35 PM | ..... | ..... | ..... | ..... | 9.50 PM |
| Ar. WHEELING (EASTERN TIME) ..... | ..... | 5.35 AM | ..... | ..... | ..... | ..... | ..... | Lv. 4.20 PM |
| Ar. COLUMBUS (CENTRAL TIME) ..... | ..... | 8.45 AM | ..... | ..... | ..... | ..... | ..... | 9.20 PM |
| Ar. OHIOAGO ..... | ..... | 5.30 PM | ..... | ..... | 9.00 AM | ..... | ..... | 7.40 AM |
| Ar. CINCINNATI | 8.05 AM | ..... | ..... | 5.35 PM | ..... | 2.35 AM | ..... | ..... |
| Ar. INDIANAPOLIS | 11.45 AM | ..... | ..... | 10.35 PM | ..... | ..... | ..... | ..... |
| Ar. LOUISVILLE | 11.50 AM | ..... | ..... | 9.30 PM | ..... | 7.10 AM | ..... | ..... |
| Ar. ST. LOUIS | 6.00 PM | ..... | ..... | 7.28 PM | ..... | 1.40 PM | ..... | ..... |
| Ar. OHATTANOOGA | 6.00 PM | ..... | ..... | 6.25 AM | ..... | ..... | ..... | ..... |
| Ar. MEMPHIS | 11.00 PM | ..... | ..... | 8.30 AM | ..... | ..... | ..... | ..... |
| Ar. NEW ORLEANS | 10.00 AM | ..... | ..... | 8.00 PM | ..... | ..... | ..... | ..... |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|-------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| Lv. OHIOAGO ..... | ..... | ..... | 3.30 PM | 10.40 AM | ..... | ..... | 8.30 PM |
| Lv. COLUMBUS ..... | ..... | ..... | ..... | 7.05 PM | ..... | ..... | ..... |
| Lv. WHEELING (EASTERN TIME) ..... | ..... | 5.00 PM | ..... | 12.25 AM | ..... | ..... | 11.30 AM |
| Lv. CLEVELAND ..... | ..... | ..... | 11.30 PM | ..... | 2.00 PM | ..... | ..... |
| Lv. PITTSBURG ..... | ..... | ..... | 8.00 AM | ..... | 9.00 PM | ..... | 1.15 PM |
| Lv. ST. LOUIS | * 8.54 AM | 2.05 AM | ..... | ..... | ..... | * 6.30 PM | ..... |
| Lv. LOUISVILLE | 2.10 PM | 8.10 AM | ..... | ..... | ..... | 9.08 PM | ..... |
| Lv. INDIANAPOLIS | † 2.45 PM | 8.05 AM | ..... | ..... | ..... | 2.30 AM | ..... |
| Lv. CINCINNATI | * 6.35 PM | 12.10 PM | ..... | ..... | ..... | ..... | ..... |
| Lv. NEW ORLEANS ..... | ..... | 7.05 PM | ..... | ..... | ..... | 8.10 AM | ..... |
| Lv. MEMPHIS ..... | ..... | 6.50 AM | ..... | ..... | ..... | 9.15 AM | ..... |
| Lv. OHATTANOOGA ..... | ..... | 10.40 PM | ..... | ..... | ..... | 8.40 PM | ..... |
| Lv. DEER PARK HOTEL | 6.44 AM | 12.42 AM | † 10.25 AM | 6.14 AM | ..... | 8.42 PM | 5.16 PM |
| Ar. WASHINGTON | 12.40 PM | 6.41 AM | 4.42 PM | 12.30 PM | 6.30 AM | 2.42 AM | 11.20 PM |
| Ar. BALTIMORE, CAMDEN STATION .. | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 AM |
| Ar. BALTIMORE, MT. ROYAL STATION .. | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 AM |
| Ar. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 AM |
| Ar. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| Ar. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | ..... |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connelleville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 13. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.

No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connelleville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. O. A. Building), G. D. CHAWFORD, Ticket Agent, G. W. SQUIGGINS, City Passenger Agent; B. F. BORD, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. E. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent. T. E. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellioott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
OHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGH, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., O. E. DUDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. O. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOS ANGELES, CAL., Orpheum Theater Building, J. O. BURCH, Traveling Passenger Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sta., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. O'BONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. E.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. McC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 584 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 8322 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 26th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 403-7 5th Avenue, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 606 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. E. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,
Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: MARYLAND TRUST BUILDING.

GUIDE TO WASHINGTON

Published by the Passenger Department of the
BALTIMORE & OHIO RAILROAD



FRONT



BACK

The guide is artistic and practical. All places of interest are fully illustrated. The covers are engraved and printed from steel plate by John A. Lowell & Co., Boston.

The portrait of Washington is taken from the original by Stuart, owned by the Boston Art Museum.

Copies of the guide can be obtained from all principal ticket agents for ten (10) cents per copy, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps. Address

B. N. AUSTIN,
General Passenger Agent
Baltimore & Ohio Railroad
CHICAGO, ILL.

C. W. BASSETT,
General Passenger Agent
Baltimore & Ohio Railroad
BALTIMORE, MD.

D. B. MARTIN,
Manager Passenger Traffic
Baltimore & Ohio Railroad
BALTIMORE, MD.

Royal Blue Trains

OF THE

BALTIMORE & OHIO

RUN ON SCHEDULES
EASY TO REMEMBER

From Washington
to New York

“EVERY ODD HOUR”

7, 9, 11, 1, 3 and 5 o'clock
also at 11.30 p. m. and 2.57 a. m.

From New York
to Washington

“EVERY EVEN HOUR”

8, 10, 12, 2, 4 and 6 o'clock
also at 7.00 p. m. and 12.15 night
(Time shown from Liberty Street; 23d Street, 10 minutes earlier)

Between Baltimore
and Washington

“Every Hour on the Hour”

DURING THE DAY, WEEK DAYS
BOTH DIRECTIONS

PULLMAN SERVICE ALL TRAINS



Electric Cab Service

FROM

23d Street Terminal, N. Y.

| | 1 or 2 Passengers | 3 or 4 Passengers |
|---|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 50th Street and Washington Square: First hour ... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs... 20c each

Only one such trunk carried on any vehicle.

No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Telephone 2380, Columbus
NEW YORK CITY.

Baltimore & Ohio

NEW TERMINAL

AT

23^d

STREET

New York City

**The Center *of the*
Hotel, Theatre *and*
Shopping District**



Baltimore



EAST AND WEST



CALENDAR - 1905



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | .. | .. | 1 | 2 | 3 | 4 | .. | .. | 1 | 2 | 3 | 4 | .. | .. | 1 | 2 | 3 | 4 | 5 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 29 | 30 | 31 | .. | .. | .. | .. | 26 | 27 | 28 | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. | 30 | 23 | 24 | 25 | 26 | 27 | 28 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | 1 | 2 | 3 | 4 | .. | .. | .. | 1 | 2 | 3 | 4 | .. | .. | 1 | 2 | 3 | 4 | 5 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | 23 | 24 | 25 | 26 | 27 | 28 | 29 | .. | 27 | 28 | 29 | 30 | 31 | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | 1 | 2 | 3 | 4 | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| .. | .. | .. | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | .. | .. | 31 | 24 | 25 | 26 | 27 | 28 | 29 |

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL
BLUE

TABLE OF CONTENTS.

| | Page |
|--|--------------------|
| The Face with the Smile. By Victor A. Hermann | 1 |
| When Washington Resigned His Commission. By Charles L. Shipley | 2 |
| A Sillygram. By H. P. Tabe | 3 |
| Baby. By Strickland W. Gillilan | 6 |
| The "Royal Limited" in Miniature | 7 |
| Some Interesting Correspondence | 9 |
| John Howard Payne. By R. M. Cheshire | 10 |
| The New Gateway to the Metropolis | 12 |
| Holiday Menu Cards with Postal Card Feature | 17, 18 |
| Humor and the Humorist | 19 |
| Stub Ends of Thought | 21 |
| To-Day | By Arthur G. Lewis |

ILLUSTRATIONS.

| | |
|--|--------------|
| The Old State Capitol at Annapolis, Md. | Frontispiece |
| The Sand's House, Annapolis, Md. | 2 |
| Caton's Barber Shop, Annapolis, Md. | 3 |
| The Ball-Room Where Congress Tendered the Dinner to General Washington | 4 |
| 23d Street Terminal, New York City | 12 |
| Lobby Leading to Ticket Offices; Entrance to Main Waiting-Room | 13 |
| Stairway to Upper Waiting-Room; Stairway to Main Waiting-Room | 14 |
| Upstairs Waiting-Room; Handling Balty Horses at the New Ferry House | 15 |

PRICE 5 CENTS.

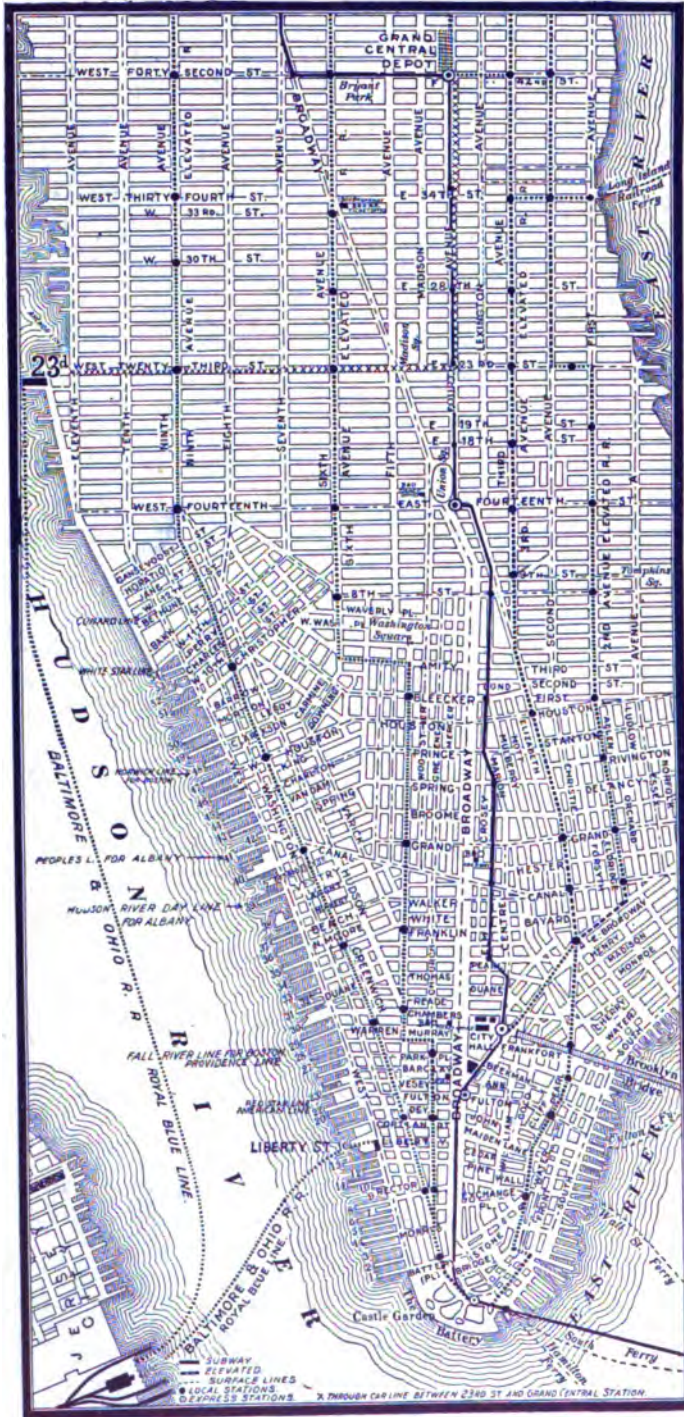
50 CENTS PER YEAR.

BALTIMORE & OHIO R.R.

THE NEW GATEWAY TO THE METROPOLIS

23d St.

The New Baltimore & Ohio “Up-Town” Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date Map showing Subway, Surface and Elevated Railways in New York City

CONGRESS IN SESSION

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1906

LEAVING BOSTON

January . . . 18 February . . . 23 April . . . 18
January . . . 23 March . . . 9 April . . . 27
February . . . 9 March . . . 23 May . . . 11
Leaving New York following day

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

December . . . 27 February . . . 10 April . . . 10
January . . . 11 March . . . 1 April . . . 26
January . . . 25 March . . . 15 May . . . 10

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Old Point Comfort

Special Tours

FROM

BOSTON

February 16 March - 16
March - 2 April - 6

FROM

**NEW YORK AND
PHILADELPHIA**

February 17 March - 17
March - 3 April - 7

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

FLORIDA

Special Tours

January 30
February 13
February 27
1906

FROM

New York Philadelphia
Baltimore Pittsburgh
...Wheeling...

From Boston Preceding Day

VERY LOW RATES

For Detailed Information
call at Ticket Offices

Baltimore & Ohio R. R.

CONGRESS IN SESSION

Baltimore & Ohio

Between

Chicago

and

Washington



Between

St. Louis

Louisville

Cincinnati

and

Washington

All Trains via **WASHINGTON**

With Stop-over Privileges

✽ ✽

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

✽ ✽

Between

Cleveland

and

Washington

Through Pullman Buffet Drawing-room Sleeping Cars, daily.

✽ ✽

Between

Pittsburg

and

Washington

Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

✽ ✽

Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.

✽ ✽

THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capital of the United States



FROM
CHICAGO

Grand Central Station
FIFTH AVENUE and HARRISON STREET

EFFECTIVE NOVEMBER 19, 1905

DAILY

No. 8

Leave 10.40 am

**NEWARK
COLUMBUS
WHEELING
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
AKRON (Ex. Sun.)
CLEVELAND (Ex. Sun.)
YOUNGSTOWN (Ex. Sun.)**

Through Coaches
Drawing-room
Sleeping Cars
New York
Dining Cars

RETURNING

No. 7

Arrive 5.30 pm

DAILY

No. 6

Leave 5.00 pm

**AKRON
YOUNGSTOWN
PITTSBURG
CONNELLSVILLE
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

Through Coaches
Drawing-room
Sleeping Cars
Pittsburg
New York
Observation Parlor
Cars
Dining Cars

RETURNING

No. 5

Arrive 9.00 am

DAILY

No. 14

Leave 8.30 pm

**AKRON
CLEVELAND
YOUNGSTOWN
PITTSBURG
COLUMBUS
WHEELING
CONNELLSVILLE
CUMBERLAND**

Immediate connections Baltimore and New York
Through Coaches
Drawing-room
Buffet Sleeper
Cleveland, Pittsburg and Wheeling
Buffet Parlor Car
Pittsburg and Cumberland

RETURNING

No. 15

Arrive 7.40 am



**THE OLD STATE CAPITOL AT ANNAPOLIS, MD., WHERE GENERAL WASHINGTON RESIGNED
HIS MILITARY COMMISSION. [See page 2.]**

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1905, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX

BALTIMORE, DECEMBER, 1905.

No. 3.

THE FACE WITH THE SMILE.

BY VICTOR A. HERMANN.

*The world has no use for the face with a frown,
We pass them and shun them each day;
The world loves the skies with the sun smiling down
And never the dull clouds of gray.
And the meadows and hills where the violets bloom
Are smiling in Nature's own style;
So seek not the face that's a mirror of gloom,
But the face with a wide-open smile.*

*If shop men would frown when we go in to buy
We would never go there again;
And the miller who smiles when the farmers pass by
Is sure to grind double the grain.
And even the blacker of boots who can jest
And keep a bright face all the while
We always call first, for the world loves the best—
The face with the wide-open smile.*

*So rub off that frown from your forehead, my friend,
'Tis worse than the soot-sweeper's grime;
For soot needs but soap, but frowns, in the end
Leaves furrows far deeper than Time.
The face full of sunshine will never grow old,
Though Trouble may try every wile;
And the richest of treasures, more precious than gold—
Is the face with the wide-open smile.*

WHEN WASHINGTON RESIGNED HIS COMMISSION.

BY CHARLES L. SHIPLEY.

ONE hundred and twenty-two years ago on the 23d of December, 1783—nearly a century and a quarter past, occurred one of the most important events in the history of our republic, when George Washington, the Commander-in-Chief of the American forces of the Revolution, resigned his commission of the same and retired to private life.

The event took place at Annapolis, where Congress was then in session. Owing to a mutiny among the Pennsylvania troops, and which had menaced Philadelphia, Congress removed in June, 1783, to Princeton, New Jersey. On the 4th of November it adjourned to meet at Annapolis on the 26th. No quorum being present until the 13th of December, they did not convene until that date.

A treaty of peace between England and this country had been signed at Paris on the 20th of January, 1783. On the 25th of November, the British troops finally evacuated the City of New York, and as they departed the American forces under Washington entered the city from the north. The Cross of St. George which had so long waved over the city now gave way to the stars and stripes of the young Republic.

On the 4th of December Washington took leave of his officers at Fraunce's tavern, where they had assembled to hear his parting words. It was a scene for the writer and painter, and not soon to be forgotten. All that they had endured and suffered, all they had hoped and feared,

now rushed before their minds. At a few moments after the hour of noon their beloved commander entered the room. His emotions were too strong to be concealed. Filling a glass, he turned to them and said: "With a heart full of love and gratitude I now take leave of you; I most devoutly wish that your latter days may be as prosperous and happy as your former ones have been glorious and honorable." Having drank, he added: "I cannot come to each of you to take my leave, but shall be obliged if each of you will come and take my hand."

General Knox who stood nearest, turned and grasped the hand of his commander and embraced him. Not a word was spoken; their emotions were too deep for utterance. In the same affectionate manner he took leave of each succeeding officer. Leaving the room he passed through a corps of light infantry and walked to White Hall, where a barge waited to convey him to the Jersey shore. From there he proceeded to Philadelphia, only stopping there long enough to submit to the comptroller an account of his expenses during the war. They amounted to £11,311, every item being distinctly entered by his own hand.

From Philadelphia he commenced his journey towards Annapolis. His trip was a continued ovation. On his arrival in Baltimore he was entertained at a public dinner, at which an address prepared by a committee of citizens selected for the purpose was presented to him. The document, as printed in the Maryland Journal of December 23d, possesses a certain amount of interest, even at the present time, and is worth repeating here on account of its quaint wording. It reads as follows:

"SIR: The Town of Baltimore feels an Universal Joy on your Excellency's Arrival; and, willing to testify in an acceptable Manner, the most grateful Sense of your eminent Services and superior Abilities we are entrusted to congratulate your Excellency on the glorious and happy Conclusion of an unequal, precarious and bloody War through which you have successfully commanded the Armies of the United States, established the Liberties and Independence of your native Country,



THE SAND'S HOUSE, ANNAPOLIS, WHERE WASHINGTON MODESTLY REMAINED TO ESCAPE THE OVATIONS OF THE ADMIRING CROWD.

and gained to yourself the unrivaled Appellation of its most illustrious Citizen.

"May your Excellency long survive the Fatigues and Calamities of War—may Health, Ease and domestic Tranquility smooth your Path of Life and Heaven hereafter grant the only adequate Reward of your exalted Merit.

"We have the Honour to be with perfect

"Respect and

"Esteem your Excellency's

"most obedient and most

"humble Servants,

"WILLIAM SMITH.

"SAMUEL PURRIANCE.

"JOHN STERRETT.

"O. H. WILLIAMS.

"To His Excellency General Washington.

"Baltimore, 18th Dec. 1783."

Washington testified his appreciation of this compliment in grateful terms and as follows:

"GENTLEMEN: The acceptable manner in which you have welcomed my arrival in the Town of Baltimore and the happy Terms in which you have communicated the Congratulations of its Inhabitants lay me under the greatest Obligations.

"Be pleased, Gentlemen, to receive this last public Acknowledgement for the repeated Instances of your Politeness; and to believe it is my earnest wish that the Commerce, the Improvements and universal Prosperity of this flourishing Town, may, if possible, increase with even more Rapidity than they have hitherto done.

"I have the honour to be with the greatest Esteem, Gentlemen,

"Your most obedient

"and very humble Servant,

"G. WASHINGTON.

"To William Smith,
"Samuel Purriance,
"John Sterrett,
"O. H. Williams," } Esquires.

"Baltimore, Dec. 18, 1783."

From Baltimore General Washington proceeded to Annapolis, where he arrived on the following day, Friday, December 19th. A few miles from the town he was met by Generals Gates and Smallwood, accompanied by several of the principal inhabitants of the place, who escorted him to Mann's Tavern. The arrival of Washington was announced by a salute of artillery. After receiving at the tavern the congratulations of all who called upon him, he waited upon the President of Congress, General Thomas Mifflin, of Pennsylvania, by whom he was entertained at dinner on the following day.

The Legislature of Maryland was in session at Annapolis at the time, and a joint committee

was appointed to prepare an address and make the necessary arrangements for entertaining the distinguished guest. On Sunday morning Washington returned the visits of those who had waited upon him, after which he dined with a number of gentlemen.

On Monday a public dinner was given him at the city ball-room, where upwards of two hundred persons of distinction, it is said, were present, and everything was provided by Mr. Mann in "the most elegant and profuse style." After dinner a number of toasts were drank, accompanied by discharges of artillery. At night the State House was illuminated and a ball was given by the General Assembly, at which "a very numerous and brilliant appearance of ladies were present."

On this occasion Washington opened the ball with Mrs. James Maccubbin, whom Ridgely in his "Annals of Annapolis," describes as having been "one of the most beautiful women of her day."

Addresses were presented to Washington from Governor Paca and the Assembly, and from the municipal authorities of Annapolis, to all of which he replied.

On Tuesday, the 23d, occurred the great event of his visit—the surrender of his military commission into the hands of the body from which he had received it. The arrangements for this important ceremony were made by a committee composed of Col. James McHenry, of Maryland, Thomas Jefferson, of Virginia, and Elbridge Gerry, of Massachusetts.

Among the regulations of the programme it was provided that the President and members of Congress should remain seated



CATON'S BARBER SHOP, ANNAPOLIS, WHERE GENERAL WASHINGTON OFTEN FREQUENTED.

and covered; that the answer of Congress to Washington's address should be received by the General standing, and that both on rising to make his address and on retiring Washington was to bow to Congress, "which they were to return by uncovering, but not bowing."

So much for preliminaries. The day of the great event had now arrived, and the hour of 12 o'clock, high noon of the 23d of December, 1783, finds the floor of the Senate chamber at Annapolis filled to overflowing by noble men, stately dames and gentle maidens. Washington, the mighty idol of the young Republic, was on this day to lay down the laurels of an eight years'

with general officers. The members of Congress were seated and covered as representatives of the sovereignty of the Union. The gentlemen present as spectators were standing and uncovered."

Many were the men whose names were already distinguished, or to become historic, who were present either as members of Congress or spectators of the impressive and solemn scene. On Washington's left stood the valiant soldier, Colonel John Eager Howard, of Maryland, who was born one mile north of Pikesville, Baltimore County. Among the others were James Madison, Thomas Jefferson, Monroe, Lee of Virginia, Osgood of Massachusetts,



THE BALL-ROOM WHERE CONGRESS TENDERED THE DINNER TO GENERAL WASHINGTON WHEN HE RESIGNED HIS MILITARY COMMISSION.

struggle by resigning to Congress his commission of Commander-in-Chief of an army of as brave men as the sun ever shone upon in the eighteenth century, whose triumphs he had directed and whose sufferings he had shared.

Washington, accompanied by his aides, Colonels Benjamin Walker and David Humphreys, was escorted to the Senate chamber by Charles Thompson, secretary of Congress. Here he found a brilliant assembly awaiting him. "At 12 o'clock," says Irving, in his 'Life of Washington,' "the gallery and a great part of the floor of Congress were filled with ladies, with the public functionaries of the State and

Morris of Pennsylvania, McComb of Delaware, Alexander Hamilton of New York, and General Samuel Smith, Joshua Barney, Eduard Lloyd, General Smallwood, Otho Holland Williams, Thomas Stone, William Paca and Samuel Chase of Maryland.

When Washington had been seated, President Mifflin informed him that Congress was ready to receive any communication he might wish to make. Rising with the dignity characteristic of him, he advanced to the table of the secretary. With one hand resting lightly on his open commission, his stalwart figure clad in the blue and yellow Continental uniform, and from his shoulders depending a heavy mili-

tary cloak, the great American chieftain addressed the body before him in an impressive manner, congratulating them on the happy termination of the struggle for independence. When he had concluded he placed in the hands of the President that great commission, under which he had achieved the liberty and independence of America, "commending the interests of our dearest country to the protection of Almighty God, and those who have the superintendence of them, to his holy keeping."

It was a scene never to be forgotten. Up in the gallery sat Mrs. Washington, with her young grandchildren at her knee, in all the dignity of a wife who crowns herself with her husband's honors. Around her chair were grouped the three Calvert sisters, "Maryland's blood royal," the family of Lord Baltimore; and never was the fame of Maryland beauty better maintained than by the contrasting loveliness of the youngest, Ariana Calvert, with the more brilliant charms of her elder sisters, who "had been espoused during all the perils of the war, both on the same evening, the one by Washington's step-son, Parke Curtis, and the other by George Stuart of Maryland."

The letter, together with a copy of the address, was then handed by Washington to General Mifflin, who accepted it on behalf of Congress in an address, in which he extolled the services and achievements of the great leader of the revolution.

The editor of the Maryland Gazette, who

was present, says: "Few tragedies ever drew so many tears from so many beautiful eyes, as the moving manner in which his Excellency took his final leave of Congress."

On the following day Washington left Annapolis for his home in Virginia. He was accompanied as far as South River ferry by Governor Paca and others with the best wishes of the city for his repose, health and happiness. He reached Mt. Vernon on the night of Christmas eve.

On the 31st a splendid entertainment was given in his honor at Duvall's Tavern, Alexandria, closing a round of festivities from which he doubtless turned with profound relief to the ease and comfort and freedom of his beautiful home at Mt. Vernon.

"I am now," he says, "become a private citizen, on the banks of the Potomac; and under the shade of my own vine and fig tree, free from the bustle of camp and the busy scenes of public life. Envious of none, I am determined to be pleased with all; and this my dear friend, being the order of my march, I will move gently down the stream of life till I sleep with my fathers." This letter was written to Lafayette.

And thus we leave him until called on the 30th of April, 1789, to fill the highest position that the unanimous gift of his countrymen could give him—that of the first President of the new Republic, then taking her place among the nations of the world.

A SILLYGRAM.

(Lines written after kissing a beautiful lady
on a cold night.)

BY H. P. TABER.

Up spoke the young man, saying: "Moses,
How horribly chilly your nose is!"

And the lady said, "Whee,
'Twould be awful, b'gee,
If my nose is as froze as my toes is!"

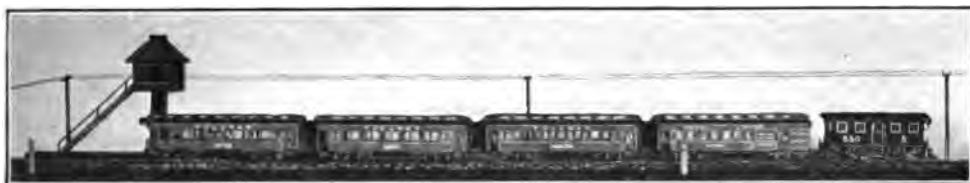
BABY.

BY STRICKLAND W. GILLILAN.

Some one with a hand far from spotless
Has fingered the glass of the door;
Some one with a pen far from blotless
Has written some cuniform lore
On fly-leaves of volumes prized highly;
Some one drove a nail in the stair;
Some one tore a page out of "Riley"—
'Twas Baby, so what did we care?

Some one made us cease from our labor
To kiss where the door-step had struck;
Some one took my cane for a saber,
'Mid bric-a-brac then ran amuck.
Some one with a hand that was sticky
Has make such a muss of my hair—
Some one full of mischief and tricky;
'Twas Baby, so what did we care?

Some one went away on a journey
From which he will never return;
Some one in life's ill-balanced tourney
Went down, and our hearts are a-yearn.
Some one with ripe lips made for kissing
Has crept up the golden-runged stair—
Some one from our home-nest is missing;
'Tis Baby, and O, how we care!



THE "ROYAL LIMITED" IN MINIATURE.

A Christmas Toy that will Delight Children of Larger Growth.

THE Christmas Garden is an old custom peculiar to the south and east, handed down perhaps from Germany; and while the custom is not as generally observed as formerly, in many homes where there are children, the old time observance is an event of unusual importance. Oftentimes an entire room is given up for the garden two weeks before Christmas and a month afterward, to allow the construction of a miniature world with mountains, lakes, forests, fields, streams, railways, boats, and a complete village with electric-lighted houses, churches, factories in operation, street cars buzzing about the little streets, and passenger and freight trains running in and out of stations, through tunnels, over bridges, across country and back again. Indeed, the mechanical ingenuity displayed in many instances is marvelous.

The friendly rivalry among the heads of families in some localities, in adding new contrivances to their gardens year by year, has resulted in the construction of some wonderful playthings in this respect.

Nearly all of the very modern gardens are operated entirely by electricity; the operation of the entire miniature plant is controlled by the operator by means of a keyboard whereby he can set all the mechanisms at work at the same time or such individual portions of it as he may desire.

The railway seems to present the most fascinating opportunities for the mechanical genius to display his skill, especially in Baltimore, where the electric third rail system in use by the Baltimore & Ohio Railroad Company affords an excellent model to be reproduced in miniature; consequently there are some really remarkable reproductions, and a detailed description of a little train of cars recently made, is most interesting.

It is a clever reproduction of the Baltimore & Ohio's famous "Royal Limited" train running between Washington and New York, of which a photographic reproduction is given at the commencement of this article.

The train is unique in that the cars comprising the same are fair models of those in trains 509 and 524, being painted and lettered exactly as the well-known train, and finished in detail to correspond.

Each one of the four coaches is 15 inches in length and $3\frac{1}{2}$ inches high, their weight being about $2\frac{1}{2}$ pounds. They are equipped with an imitation of the M. C. B. coupler and the cars have telescoping ends. The vestibules have the usual doors at the side and are finished in cherry, the windows in the same being composed of mica, as are all the windows and panes in the cars. Hand rails, steps, brakes, as well as air tanks, and even connecting hose between coaches are to be found on the cars the same as on the original. As stated, the cars are painted Royal Blue and the lettering is of the same character and in right proportion to the size of the cars. In fact, the idea of proportion is not lost sight of in any detail. As in the case of the original train and as shown in the accompanying photo-engraving of the miniature train, the first coach is a combination baggage and cafe, while the second and third are full parlor cars and the fourth an observation car. The observation end of the latter is complete with its brass railing and gates. The material used in the construction of the car bodies is block tin throughout.

The running gear is made of bronze and the trucks are of the usual six-wheel type. The wheels are properly spaced on the trucks and the trucks are pivoted, allowing the cars to properly balance on the curves. The couplers are attached to spring draw-bars which not only allow the easy running

of the cars on curves, but also keep the coaches from separating or pulling apart.

Instead of the regulation "1300" locomotive, the coaches are drawn by a model of the latest type of electric locomotive adopted by the Baltimore & Ohio Railroad Company, being patterned after "No. 6," and as the "Royal Limited" is drawn through the belt tunnel by the electric engine there is no deviation from realism in the construction of this little train.

This small locomotive, constructed in proportion to the size of the cars and patterned after the one it is a model of, with the same careful attention to detail as was used in the construction of the coaches, is not merely an object of admiration but is a practical working piece of mechanism, having installed in it two four-volt, two-ampere "Porter" motors and the necessary gears, wires and connections. These motors receive their current from the wheels and the wheel rail and a collecting shoe or brush and a third rail, exactly identical with the belt tunnel system.

It is capable of a speed of 250 feet a minute while attached to the four coaches forming the "Royal Limited" train. This locomotive is constructed from the same class of material as was used in the making of the coaches, is painted and lettered the same as "No. 6," and is equipped with headlights, containing miniature electric lamps, and also has a bell and whistle and other details to make it complete in every respect. The little machine is 11 inches long from pilot to pilot, is 4 inches high and weighs, complete with all its equipment, only about $3\frac{1}{2}$ pounds. The body is mounted on an eight-wheel frame, the wheels towards the ends of the truck being flanged while the inner wheels have had their flanges removed for the purpose of making it run free and easy on curves. An interesting point in the construction of this actual operating electric machine is the fact that no deviation has been made in the manner in which current is supplied to the motors. The third rail supplies the electricity through a shoe or brush, of which there are two, one on either side and either end of the truck, so that when crossing a switch or road crossings, where the continuity of the third rail is broken, there is no interruption to the supply of current; for, before one shoe leaves the third rail where it is broken, the other shoe takes it up where it continues beyond, or in case of a switch crossing, from a short

length of third rail installed on the other side of the track.

There has been constructed for the accommodation of this and other trains, a piece of double track road-bed, which has two straight-away runs and two curves, the length of a single track being 40 feet. This gives ample room for the demonstration of the powers of the little train.

The rails, including those for the accommodation of the trains and those for the electricity, are made of brass and are of the standard "T" variety. Each rail is 12 inches long and $\frac{1}{4}$ inch high and weighs about 2 ounces. The rails are spiked by miniature spikes, to poplar ties which are 3 inches long, $\frac{1}{2}$ inch wide and $\frac{1}{2}$ inch thick. The third rail is of the same section as the wheel rail and is set on chairs which are screwed to the outer end of ties, except at places where the continuity of the third rail is broken, when the short length of third rail necessary is screwed on the other end of ties. The rails are supported by 750 ties approximately, there being real rock ballast under the same, the curves being banked in true imitation of a standard railroad. The gauge is $1\frac{1}{2}$ inches.

The right of way is supplied with block signal semaphores which are automatic in their operation; mile posts, whistling posts, tell tales, road crossing signs, stations, etc., all painted in true imitation of the standard article. There is also a mail catcher on the train which automatically picks up a mail bag while the train is in motion.

The current for the operation of this railroad is supplied from a six-volt, six-ampere storage battery.

Ever since the adoption of electricity as a motive power by railroads, the inventor, Patrolman Harry F. Buckley of 154 Lakewood Avenue, Baltimore, Md., has had the desire to build, equip and operate an electrically-propelled train in miniature; his former employment on various railway systems, and constant study of the Baltimore & Ohio electric system in Baltimore, inspired the construction of the present complete working model. Mr. Buckley chose a fit subject in the "Royal Limited," recognizing its superiority in many points of excellence over all trains operated along the Atlantic seaboard, and this he gives as his reason for modeling his miniature train after this famous equipment. To Mr. Buckley's credit, he has never had any mechanical education, and this fact gives

especial interest to his unique piece of construction.

Having had very little time during the day to devote to work of this character, the building of the train and track required only eight months' of principally night work. The actual cost of the material in the train and track did not exceed twenty dollars.

The train was primarily constructed for the purpose of exhibition in a Christmas garden along with other mechanical and electrical devices, which the inventor usually sets up each year. Also in addition to the

train just mentioned, he has constructed a miniature freight train which is composed of a Baltimore & Ohio electric locomotive, a Baltimore & Ohio caboose and five freight cars painted in imitation of the road which each represents. Everything is complete in every respect, including the character of the designs on the freight cars as adopted by the road which each car represents.

The freight train is operated on one of the two tracks constructed, in the opposite direction and at a slower rate of speed, the locomotive being geared up to give this result.

SOME INTERESTING CORRESPONDENCE.

NOT long after the pilgrimage of the American Press Humorists to the home of John D. Rockefeller at Forest Hill, Cleveland, Strickland W. Gillilan (president of the organization at the time of the visit), was asked by Leonard Darbyshire, who publishes a magazine called "Spare Moments," to prepare an article for that publication, to be entitled "Rockefeller, the Man." This Mr. Gillilan proceeded to do.

Mr. Darbyshire further proceeded to request that if possible the humorist secure a new photograph of the great financier for the cover of the issue that should contain the essay.

In response to Mr. Gillilan's request on the editor's suggestion, Mr. Rockefeller wrote as follows:

POCANTICO HILLS, N. Y., October 18, 1905.

Dear Mr. Gillilan:

I have yours of the 12th with regard to my photograph.

If I should comply with your request, it would open the way for many others, and thus increase

the embarrassment of the situation. Therefore I must regretfully ask you to please excuse me.

I have not forgotten the beautiful morning at Forest Hill and my pleasure in meeting yourself and friends of the press, including the ladies and the dear children. Very truly yours,

JOHN D. ROCKEFELLER.

To which Mr. Gillilan gravely replied:

Dear Mr. Rockefeller:

Yours received, politely declining to furnish to "Spare Moments" a photograph, on grounds of establishing an annoying precedent.

On careful reflection I am more than grateful for your refusal. Suppose it should be generally known that I had asked you for your photograph. Think of the precedent I should have established! I should simply be besieged by such persons as Hetty Green, Russell Sage, Carnegie and others, all clamoring that I treat them likewise; and the correspondence devolving upon me from such persons anxious for my autograph would be overwhelming.

Certainly your action in this matter proves that the far-sighted business acumen that lifted you above all others in the commercial world has by no means deserted you.

Again thanking you, I am,

Yours humbly,

S. W. GILLILAN.

JOHN HOWARD PAYNE.

The Author of "Home, Sweet Home."

BY R. M. CHESHIRE.

JOHN HOWARD PAYNE, author of "Home, Sweet Home," was the only Government employe who ever worked himself out of a lucrative position by a too close attention to duty. Mr. Payne didn't have the nack of knowing how to make his berth a long and easy one, and he belonged to no union to require of him specified hours for labor and the amount to be performed.

Records of the War Department show that John Howard Payne was employed during President Tyler's administration in collating, indexing, and making abstracts of the treaties negotiated by the Government with the several Indian tribes. This position was secured for the author and poet after his return from Georgia to investigate the condition of the Cherokee Indians, at which time he was taken prisoner and his release secured by General Hardin, father of Miss Mary Hardin, Payne's southern sweetheart, and who lived at Athens, Ga. His experience with the Indians and the Georgia Regulators was anything but pleasant and profitable, he returning to Washington almost without funds. Senator Calhoun, of South Carolina, and other prominent men, became interested in the unfortunate but brilliant young man, and he had two warm friends in the persons of Robert Tyler, the President's eldest son, and Fletcher Webster, whose father was Secretary of State. A small army of newspaper men also took up a line of battle for Payne, and after a fruitless effort to get him appointed to the diplomatic service, a place was found for him in the War Department, under Secretary Spencer, who was a man of many peculiarities and difficult to get along with.

Mr. Payne was given a nice room and the material placed before him, with instructions to do his work and to steer clear of the Secretary. The young man got down to business, and was soon earning his \$1,600 per annum. After a few days Payne visited the Secretary and exhibited to him specimens of his work. Nothing could have been better done; it was perfect. There was no more exquisite penmanship in the files of the department, and the arrangement of

the papers was perfect. The Secretary was immensely pleased and expressed his gratification in warm terms. Payne was as happy as a boy with his first new boots and returned to his work in high glee, bending to it with increased activity. Each day he accomplished more than any three clerks in the department, and unmindful of the caution not to work too hard, to sign the pay-roll with regularity, and keep his own counsel, he realized that he was getting nearer and nearer the end or completion of his work. Day in and day out Payne worked like a beaver, and when the work was completed in perfect shape he carried it to the Secretary, and was told that he had nothing further for him to do, that his job had run out.

Payne sought his friends and laid before them his tale of woe, and he waxed wrathful when told that he feathered in and finished a job which should have lasted a year or more. He was steady and industrious in his habits and told his friends that he couldn't sit around and bite his finger nails when there was work to do. His friends set to work in his behalf and the spoiled prodigy, as helpless as an infant, was appointed minister to Tunis by Fletcher Webster, while he was acting Secretary of State, during his father's absence in Boston. Mr. Webster raised a fog when he returned, for he disliked Payne, but he could not undo the appointment made by his son, for Payne had his commission in his pocket. Payne, full of the dignity of his office, wanted to be conveyed to the scene of his labors in a vessel of war. The Secretary of the Navy could not see it this way, and after a long delay Payne went to New York and laid in a large supply of books—a library to occupy his leisure time when not engaged in conference with the Bey of Tunis. There was censure and reproach about Payne's appointment and his delay in departing, and finally President Tyler announced that if Payne did not get off to his post without further delay he would revoke the appointment. A few friends went to New York and rounded Payne up. He said that he had been "making his arrangements," but he was penniless,

having spent his all for books. Money was procured to pay his passage across the Atlantic, and the next heard of him he was in Paris, stranded. A gentleman from Washington placed funds in his hands and he proceeded to Tunis. He made friends with the Bey and was given a palace as large as the White House and a retinue of Arabs as servants. Payne had not included the lingo of the Mussulman in his studies and the communication with his servants was by signs. He spoke French like a native and understood several of the modern European languages, but he was helpless.

Although living in splendor and a fast friend of the Bey, Payne grew tired of what he termed "almost solitary confinement"

and gave his attention to making reforms which he claimed the Bey had neglected. He was stricken with a tedious illness and died in Tunis on April 1, 1852. His remains were brought to Washington and now rest in Oak Hill Cemetery, Georgetown, the Government having erected a slab on which is inscribed:

"This stone is here placed by a grateful country. John Howard Payne was born at Boston, Mass., June 8, 1792; died in Tunis April 1, 1852. His fame as a poet and dramatist is well known wherever the European language is spoken, through his celebrated ballad 'Home, Sweet Home'; and his popular tragedy of 'Brutus', etc., and other similar products."





THE NEW GATEWAY TO THE METROPOLIS.

How the Theater, Shopping and Uptown Business Sections of New York Have Been Brought Within Easy Reach of the Suburbs by Means of the New Ferry Houses at the Foot of West Twenty-third Street.

THE advantages of the new terminal at West Twenty-third Street, New York, are tersely told, and a full description of the new terminal buildings given in the November issue of *The Suburbanite*, published by the Central Railroad of New Jersey. This is the terminal used by the Baltimore & Ohio Railroad at the metropolis for the famous Royal Blue trains.

A generation ago New York's busiest corner was at Fulton Street and Broadway. Old residents of the metropolis can recall the bridge that formerly spanned Broadway at this point, erected by the city so that pedestrians might cross from one side of the street to the other without endangering their lives by attempting to thread their way through the jam of vehicles that made Broadway at its junction with Fulton Street almost impassable. The office buildings, the shopping district, the hotels and theaters in those days were all downtown within easy reach of the Liberty Street ferry. To the business man whose office is located in the lower end of Manhattan Island this ferry is still the most convenient, but the uptown march of trade has created

a demand for quicker access to the new business center of New York and this demand has been met by the erection of ferry houses on the North River at the foot of West Twenty-third Street, from which point what is now the heart of the metropolis can be reached in a few minutes. Statistics recently compiled by the police show that New York's busiest corner to-day is at the junction of Fifth Avenue and Thirty-fourth Street. Within the territory bounded by Fourteenth Street and Forty-second Street are most of the hotels, theaters and department stores, as well as the newer office buildings. This busy section of the city can now be reached from New Jersey by way of the Twenty-third Street ferries as easily and almost as quickly as can the downtown section of the city be reached by the older ferries. Twenty-third Street is the new gateway to the metropolis.

"Eighteen months ago *The Suburbanite*, describing the plans adopted for the improvement of the water front at the foot of West Twenty-third Street, said: 'Four railroads and the city of New York will unite to make this an imposing and convenient entrance to the city. Ranged



LOBBY LEADING TO TICKET OFFICES.

along the water front side by side will be the ferries of the Central Railroad of New Jersey (Baltimore & Ohio), the Lackawanna, Erie and Pennsylvania. Instead of each road having a distinctive ferry house, arrangements have been made by which all the structures will harmonize in general proportions and architectural treatment. It is the intention of the city to acquire the entire block bounded by Twenty-second and Twenty-third streets and Twelfth and Thirteenth avenues and transform this into a fine approach or esplanade. Another convenience that will be much appreciated by arriving passengers is an immense shed of iron and glass fifty feet wide, which will extend along the front of the ferry houses and under which carriages and surface cars may be taken without entering the open. In inclement weather this will add much to the convenience of passengers.'

"The accompanying illustrations are from photographs of the new ferry house of the Central Railroad of New Jersey. Begun in February

of the present year, it was opened to the public in June while still in course of construction, and finally completed about a month ago. Of the four ferry houses at the foot of West Twenty-third Street it occupies the extreme left. Next to it is the new building of the Lackawanna Railroad, with its tall tower, and beyond that the ferry houses of the Erie and Pennsylvania railroads.

"The Twenty-third Street ferry house of the New Jersey Central is a two-story steel-frame structure, covered with copper sheathing of ornamental design. No stone, brick or cement was used in its construction. It has a frontage of 100 feet and a total length of about 435 feet. Passing under the metal awning, or marquise, that projects beyond the facade of the building, one enters a commodious lobby finished in quartered oak. Here are the ticket offices, express office, information bureau and telephone and telegraph booths. Under each ticket window is a shelf raised just high enough

mental design. No stone, brick or cement was used in its construction. It has a frontage of 100 feet and a total length of about 435 feet. Passing under the metal awning, or marquise, that projects beyond the facade of the building, one enters a commodious lobby finished in quartered oak. Here are the ticket offices, express office, information bureau and telephone and telegraph booths. Under each ticket window is a shelf raised just high enough



ENTRANCE TO MAIN WAITING ROOM.

from the floor so that a passenger can deposit his valise upon it without stooping when purchasing his ticket. This is a little thing in itself, but significant as indicating how the comfort of the traveler has been considered in the construction of the building, even to the minutest detail.

"Passing through the lobby just described one comes next to the main waiting-room, a spacious hall finished like the lobby, in quartered oak, and with a lofty, paneled ceiling. The settees and news-stand are of hardwood, harmonizing with the interior finish of the room. To the right of the news-stand a door leads to the women's waiting-room, beyond which is a toilet with walls of gray marble and floor of terrazzo, a kind of mosaic. At the opposite end of the waiting-room is the men's toilet, which is reached by passing through the smoking-room. On the second floor of the building on a level with the upper deck of the ferryboat is another waiting-room, almost as large as that just described. Both waiting-rooms are provided with

heating and ventilating apparatus of the most approved pattern, the temperature of the rooms being kept uniform by means of automatic regulators.

"Emerging from the waiting-room to the platform leading to the boat the casual observer will notice nothing unusual in its construction, but to civil engineers this part of the building is apt to prove the most interesting of all. Seemingly an integral part of the edifice, it is as a matter of fact a unit in itself. It is built in sections and under the iron strips that cross the roadway at intervals are powerful springs which convert the whole landing stage into a huge bumper that receives the impact of the boat, reducing the jar to a minimum.

"The section of the landing stage nearest the boat—known technically as the bridge—is not constructed on the usual pontoon principle, but is raised and lowered mechanically without reference to the tide. Heavy metal weights on either side counterbalance the weight of the bridge, which is close upon one



STAIRWAY TO MAIN WAITING-ROOM.



STAIRWAY TO UPPER WAITING-ROOM.



UPSTAIRS WAITING-ROOM.

hundred tons, so that very little power is required to operate it. A pull on a wire rope sets the machinery in motion and the bridge is raised or lowered in a moment to the deck level of the incoming boat, with the same ease and accuracy that an elevator boy stops his car at the floor where one wishes to alight.

"Leaving the boat passengers pass out to the right of the waiting-room along a smooth, asphalted walk. Alongside this walk is the roadway for teams, floored with creosoted wood block, forming a durable and almost noise-proof pavement. At the end of the roadway nearest the street are two baggage-rooms, one for the outgoing, the other for incoming baggage. The express office is also located in this end of the building, while at the other extremity of the ferry house, close to the landing stage and under the same roof, is the cab stand. Here electric cabs and coupes are always in waiting. This service, operated by the New York Transportation Company, con-

veys one or two persons anywhere within a radius of a mile from the ferry house for fifty cents. For one dollar two persons may go from the foot of West Twenty-third Street east to the ferries at the foot of East Thirty-fourth Street, north to the Grand Central Depot, south to Washington Square, or to any of the hotels, theaters or shops that lie within the territory bounded by the points named. The same points, or indeed any part of the city, may be reached more cheaply, if not quite so quickly,

by taking one of the crosstown cars at the door of the ferry house and transferring to the proper uptown or downtown car.

"One of the new features since the joint terminal was established, is the running of through street cars from Twenty-third Street Terminal to Grand Central Station, via Twenty-third Street and Fourth Avenue. Cars run on a four minute headway between 7:30 a. m. and 7:00 p. m., making the distance in about twenty minutes, without transfer, on a five cent fare.



HANDLING BALKY HORSES AT THE NEW FERRY HOUSE.

"More than 600 electric lamps are used in lighting the new ferry house of the Central Railroad of New Jersey, not counting those employed to form the huge initials—C. R. R. of N. J.—on the facade of the building."

An illustration on preceding page shows

how balky horses are handled at the new ferry house. When for any reason a team sticks fast, one end of a rope is hitched to a shaft, the other end wrapped a couple of times around an electric winch, the power is turned on and in a twinkling horse and wagon are hauled out onto the landing stage.





BALTIMORE & OHIO RAILROAD
DINING CAR SERVICE

DINNER

Canape Berne
Cherrystone Oysters
Oyster, Crab, Gumbo Consomme, Princesse
Celery Sliced Tomatoes
Stuffed Mangoes
Baked Whitefish, Au Gratin
Potatoes, Saratoga
Terrapin, a la Maryland
Croquettes of Sweetbreads Apricots, Au Crouton
Roast Tenderloin of Beef
Stuffed Baked Potatoes Asparagus Tips on Toast
Roast West Virginia Wild Turkey, Cranberry Sauce
Brussel Sprouts Candied Sweet Potatoes
Champagne Punch
Broiled Venison Steak, Currant Jelly
Heart Lettuce, French Dressing
Macaroon Ice Cream Fancy Cakes
Nabisco Sugar Wafers
Hot Mince Pie, Brandy
Iced California Grapes
Roquefort and Neufchatel Cheese
Toasted Crackers
Black Coffee
Anisette
Meals One Dollar

The Drinking Water is from the Spring at Deer Park, Md.

ONE OF THE HOLIDAY MENU CARDS ON TABLE D'HOTE DINING CARS
OF THE BALTIMORE & OHIO RAILROAD, WITH POSTAL CARD FEATURE



**BALTIMORE & OHIO RAILROAD
DINING CAR SERVICE**

DINNER

Canape of Shrimp
Blue Point Cocktail
Purée of Game Consomme, Royal
Ripe Olives Crisp Radishes
Salted Almonds
Baked Black Bass, a la Chambord
Shoe String Potatoes
Venison Cutlets, a la St. Hubert
Small Patties of Fresh Mushrooms
Roast Prime Native Beef, Natural
Potatoes, Duchesse Cauliflower, Au Gratin
Roast Turkey, Cranberry Sauce
Baked Tomatoes, Farce Sweet Potatoes, Glace
Claret Ice
Pineapple and Celery Salad
English Plum Pudding, Hard or Brandy Sauce
Individual Mince Pie, Au Cognac
Tutti Frutti Ice Cream Nut Cake
Sweet Apple Cider
Nabisco Sugar Wafers
Roquefort, Edam and McLaren's Cheese
Toasted Crackers
Black Coffee
Benedictine
Meals One Dollar

The Drinking Water is from the Spring at Deer Park, Md.

ONE OF THE HOLIDAY MENU CARDS ON TABLE D'HOTE DINING CARS
OF THE BALTIMORE & OHIO RAILROAD, WITH POSTAL CARD FEATURE

HUMOR AND THE HUMORIST.

DOUBLE TRACKED SCENERY.

Geo. Fitch, the new managing editor of the *Herald-Transcript* of Peoria, Ill., is better known to the public as the humorist who wrote the "Frolic of the Types" column for the Council Bluffs *Nonpareil*. He is one of the steady lights of the American Press Humorists, with constantly increasing candle power. He never has to re-write an article after it leaves his typewriter.

After attending the A. P. Humorists' Convention at Cleveland last September, Mr. Fitch went to New York, returning westward over the Baltimore & Ohio, to better post himself with its war history and scenic beauties, and be able to more fully understand the stories he had often heard his father tell.

His personal impressions appeared a couple of weeks later in the *Nonpareil* in a full column, and he sent a clipping of it to the "Book of the Royal Blue," with a characteristic letter from which we quote:

"Your 'Royal Blue Limited' is certainly the sovereign of trains. It carried me so fast that all the cinders waited for the train behind, and so smoothly that I wrote a letter on board which was printed without a single mistake. I noticed that all your scenery is double-tracked—you use just as much on one side of the car as you do on the other, and you certainly must have gotten it up regardless of expense, for it is the finest I have seen east of the Rockies. You ought to frame the whole thing. It is too fine a picture to be left lying around loose in all sorts of weather. I dined in royal (not blue, however,) state. Some time I'm coming back over your line in order to get another bluefish—if possible the widow of the one I had for lunch. I enclose a few scattered thoughts which may interest you:

"Chicago, Ill., Sept. 19.—Dear *Nonpareil*: The maps of the Baltimore & Ohio Railroad show a broad blue streak extending from New York down to Washington, and wandering westward through those fuzzy marks which the map makers call mountains, to Pittsburg and Columbus and Cincinnati and St. Louis and Chicago. Blue is my favorite color of railroad. I have liked it ever since I followed the blue trail of the Santa Fe out through the southwestern wonderland and found every inch of the map filled with good railroading and grand sights. Of course, there are good red roads too, and a lot of black railroads that are not to be sniffed at, but for the quintessence of perfection in railroad travel give me a road that maps out its line in blue with a reckless disregard of its printer's ink bill.

* * * *

"The Baltimore & Ohio is so fond of this color that it has named its fastest train 'The Royal Blue Limited.' This is a fine train, and the road is proud of it. It is so proud of it that it is not afraid to let a newspaper man ride on it. A great many roads run limited trains and spend a great deal of money on them, too, but they religiously conceal the fact from the public by barring out newspaper men who ride on passes—which, of course, means the whole profession. Then, after the newspaper man has spent a day on a local train and has gotten home with half a

peck of partially burned coal in each eye and the marks of a low-backed plush seat ground into his backbone, he tries to write something about the excellence of the U. I. & W. Railroad from a survivor's standpoint, and fails so miserably that the railroad company wonders if, after all, newspaper advertising is worth while. As a result of this short-sighted policy the number of limited trains is increasing as slowly as the population of France, and all the editors are buying automobiles for transportation purposes—nearly all of them.

* * * *

"The Royal Blue Limited is a beautiful dark blue train, of specially built coaches, with a deep-platformed observation car behind and an engine as big as a battleship in front. It leaves Philadelphia at 7:40 a. m. and two hours later has threaded the Delaware Valley, crossed the famous high bridge over the Susquehanna and has entered the Mt. Royal Station at Baltimore—a station which proves that railroading and art may go hand in hand, for it is set in the middle of a park and is one of the beauty spots of the city. Here the strongest electric locomotive in the world takes hold of the train and hauls it through a two-mile tunnel into the heart of Baltimore—a heart literally and truly on fire less than two years ago, but now beating regularly and with scarcely a scar to show for its ordeal. Baltimore is so optimistic that it is already regarding its \$90,000,000 blaze as a blessing and is pointing to a young forest of skyscrapers, a municipal dockage system and a brand new business district as a proof of this. In another five years they will doubtless be burning firecrackers on the anniversary of the conflagration.

* * * *

"Here's a piece of railroading for you: Forty miles to Washington in forty-five minutes every day of the year. And so smooth is the roadbed that you call your watch a liar when you find that you have been doing a mile a minute stunt between the two cities. A vast plateau of concrete and stone work near the Washington Station shows where the new Union Depot, the most magnificent railroad station in the world, will rise some day. The train backs hastily down past it into the present station and hurries out in a few minutes, leaving behind it the great white Washington Monument pointing a finger 555 feet skyward—a perpetual charge to the occupants of the stately capitol which stands out for all the world to admire, not far distant.

* * * *

"It is when Washington has been left and the long train swings up the valley of the Potomac that you make a rush for the observation car and anchor yourself firmly to a seat. No ride in all the East is so beautiful; even the West, congested as it is with scenery, can scarcely furnish a rival. By the side of the Potomac, which quickly degenerates into a rocky, brawling stream, only navigable by trout and canoes, the old Chesapeake and Ohio Canal winds its way up the valley, still plowed by fat canal boats and ever picturesque in the contrast which its placid water furnishes to the rushing river and the rugged hills. Maryland is in the full flush of the harvest.

The shocks of corn stand sentry over the rolling fields, and trees in the orchards are spotted with masses of rosy apples. It is a cleaner, thriftier looking country than New England. The stone crop is just as luxuriant, but diversified farming is more popular in this region. The farmers raise corn in the summer and harvest their stones in the winter. High up into the hills run the squares of the corn fields, meadows and orchards. The famous Shenandoah Valley and a dozen others equally rich unroll before the spectator as the train speeds up the river. Log cabins, with huge plastered chimneys, and the ruins of old stone mills—relics of war's devastations—come into the picture at every turn. Finally, the big hills creep down to the river and hold it tight. This way and that the train winds its way around their pine-covered flanks until finally, dashing right at the biggest one, it slips through a tunnel and out across the river into Harper's Ferry, that most picturesque and historical of river towns.

* * * *

"Beside the train are the monuments to John Brown and his band, the fort which he captured and a dozen points of Civil War interest. The train does not linger, but the trainboy does. You may see what you have missed on the ubiquitous souvenir card. Portions of three states, mostly straight up and down, are visible from Harper's Ferry.

* * * *

"The chef whispers something to the car at large about here, and you follow him into the diner for fifty miles of lunch and mountain scenery. A fine menu it is: Blue points, gasping fresh, with Potomac River sauce; broiled bluefish with "Green Fields of Virginia" garnishing; potatoes, tunneled, bridged and rail fenced; huckleberry pie with Virginia creeper trimmings; coffee, waterfalls, blue sky, pine forests; cigar, a la observation platform. You notice with surprise that when you lift a spoonful of coffee from your cup it reaches your mouth intact in spite of the fact that a 150-ton engine is pulling the twelve-car train up into the hills at the rate of forty miles an hour. Twelve years ago this wouldn't have been the case. But railway engineers and directors know more than they did twelve years ago. They know how to build a curve that fits the forces of speed and gravitation as snugly as a tailor-made suit clings to a society girl. The whole course of the Royal Blue is filled with the remains of abandoned roadbeds and all the jerks and bumps were abandoned with them. The train swings as smoothly over the mountains as if it were on an Iowa prairie. Great is engineering when it works hand in hand with centrifugal force and does not combat it too violently.

* * * *

"All afternoon the Royal Blue Limited goes snorting up through the mountains, sometimes with one engine, sometimes with two. Then it drops down again into Pennsylvania, past Connelville and its miles of flaming coke ovens—past McKeesport, in the dusk, where the factories

have grown so large that they crowd the landscape completely to one side, and, finally, at night, up the east side of the Monongahela River past a dozen steel plants conducting rival volcanic exhibitions, each one an amateur inferno with red-shirted and no-shirted demons toiling, silhouetted in the glare. The arc light constellations of Pittsburg shine in the blackness across the river and the roar of the busiest city in the world—the city that never sleeps—follows you through the depot, across the river, into nondescript Allegheny and out into the night.

* * * *

"And then you go to sleep and crawl out in the morning with the steely blue of Lake Michigan peeping at you from behind the sand hills. There is a rattle of switch frogs beneath the train, a whizz of elevators, factories, trolley cars and beer signs outside the window and beside you the porter, brush in hand, stands expectant. Chicago is just around the corner and you are—on time."

LITTLE MISS PATTYCAKE

BY L. H. ROBBINS IN "NEWARK (N. J.) NEWS."

Little Miss Pattycake, dear is she
To the tall and terrible baker man.
He bakes her beautiful cakes for tea,
And all the return requireth he
Is the secret sign of the baker clan,
"Pat-a-cake, pat-a-cake, baker man."
Little Miss Pattycake pats her hands,
Waves her arms in a curious way;
The baker man sees and understands,
And runs to answer her sweet commands.
Sister and brother in lodge are they,
Pattycake dear and the baker man.

Little Miss Pattycake tossed one night,
Weary and wasted and fever-worn,
And her baby hands so thin and white
Patted and played in the softened light,
Over the coverlet played till morn—
Pattycake dreamed of the baker man.
The East grew bright as the watchers wept;
The mother knelt by the bed and prayed,
Till into her heart new hoping crept—
The arms were still, and the baby slept.
No longer in dreams the dear hands played
At "Pat-a-cake, pat-a-cake, baker man."

Now is the lodgeroom gay once more
(Nursery call it, or what you will),
Twice as gay as it was before,
And little Miss Pattycake has the floor.
Salaam! to Pattycake, waving still,
"Pat-a-cake, pat-a-cake, baker man."
Yes, Miss Pattycake pats her hands,
Waves and laughs in the way of old;
And the baker's heart with joy expands
To toil again, as her sign commands,
For a smile that is dearer to him than gold—
Pattycake's smile to the baker man.



Stub Ends of Thought

By ARTHUR G. LEWIS.



CHEERFULNESS and contentment is the best evidence of God's existence in the nature of humanity.

THERE are lots of alleged Christians that will peep through the blinds on Sunday, but have not sufficient moral courage to open the front door.

THE little white bird of perfect faith makes its nest only amid the branches of absolute confidence.

OVER-ESTIMATED personalities are responsible for the downfall of many under-estimated propositions.

It is too often found more convenient to quote a maxim than to practice a principle.

A MAN's gentility may be recognized to a large extent by what he does not do to attract attention to it.

It should only be necessary to appeal to the intellect of intelligence in order to prove the worth of right.

NEVER jump at a conclusion or opinion beyond your experience; approach it only with careful diplomatic discretion.

A MAN undaunted by the slurs of envy to-day will accept gracefully the cheers of success to-morrow.

THE human heart is never entirely without tenderness as long as it is conscious of regret.

MUCH that man calls friendship is only a liability against which there is no asset to equalize.

How many small characters stand before the incubator of human effort and anticipate the eggs' invalidity.

As thorns indicate the presence of a rose so often does hate demonstrate the proximity of love.

THE ostentation of virtue merely proves (to some extent at least) the secretiveness of vice.

THE best companionship is frequently our own, provided we can make it congenial to ourselves.

PREJUDICE prophesies the failure of about as many enterprises as generosity anticipates to success.

TO-DAY.

BY ARTHUR G. LEWIS.

To-day is the life of the present,
To-morrow the death of the past;
To-day lights the highway of effort,
To-morrow the fate-lines are cast.
Tides that go out in the morning
Forever roll on to the sea;
To-day is the object before us,
To-morrow whatever may be.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price, \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 28, 1905 | No. 504 DAILY | No. 526 EXCEPT SUNDAY 8 HOUR | No. 522 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 8 HOUR | No. 508 DAILY | No. 516 DAILY | No. 548 DAILY | No. 512 DAILY | |
|--|------------------|---------------------------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|------|
| EASTWARD | AM | AM | AM | PM | PM | PM | PM | PM | AM | |
| LV. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 6.00 | 8.00 | 11.30 | 2.57 |
| LV. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| LV. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 |
| AR. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 6.33 | 8.43 |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 28, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 8 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 503 DAILY | No. 511 DAILY | No. 515 DAILY | |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|--|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM | |
| LV. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 6.50 | 11.50 | |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 | |
| LV. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.16 | 6.18 | 8.35 | 9.30 | 3.35 | |
| AR. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.16 | 10.55 | 11.32 | 6.00 | |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 | |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 | |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

| | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 3 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| WESTWARD | | | | | | | | |
| LV. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.16 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | |
| AR. DEER PARK HOTEL | | | | 6.27 PM | | | | |
| AR. PITTSBURG | | | 7.00 AM | 7.45 PM | | | 9.00 AM | Lv 5.10 PM |
| AR. OLEVELAND | | | 12.15 PM | | | | | 10.00 PM |
| AR. WHEELING (EASTERN TIME) | | 5.35 AM | | | | | | Lv 4.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | | 8.50 AM | | | | | | 9.20 PM |
| AR. OHIOAGO | | 5.30 PM | | | 9.00 AM | | | 7.40 AM |
| AR. OINOINNATI | 8.05 AM | | | 5.35 PM | | 2.35 AM | | |
| AR. INDIANAPOLIS | 10.55 AM | | | 11.50 PM | | 10.55 AM | | |
| AR. LOUISVILLE | 11.50 AM | | | 9.30 PM | | 7.10 AM | | |
| AR. ST. LOUIS | 5.27 PM | | | 7.28 AM | | 1.40 PM | | |
| AR. OHATTANOOGA | 6.15 PM | | | 6.30 AM | | | | |
| AR. MEMPHIS | | | | 8.25 AM | | | | |
| AR. NEW ORLEANS | 8.45 AM | | | | | | | |

*A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."*

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY | |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|--|
| EASTWARD | | | | | | | | |
| LV. OHIOAGO | | | 5.00 PM | 10.40 AM | | | 8.30 PM | |
| LV. COLUMBUS | | | | 7.00 PM | | | | |
| LV. WHEELING (EASTERN TIME) | | 5.00 PM | | 12.25 AM | | | 11.35 AM | |
| LV. OLEVELAND | | | 11.30 PM | | 8.00 PM | | | |
| LV. PITTSBURG | | | 8.00 AM | | 9.30 PM | * 6.30 PM | 1.15 PM | |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | | | | | 9.29 PM | |
| LV. LOUISVILLE | 2.10 PM | 8.10 AM | | | | 2.50 AM | | |
| LV. INDIANAPOLIS | * 2.55 PM | 7.35 AM | | | | 4.30 AM | | |
| LV. OINOINNATI | * 6.35 PM | 12.10 PM | | | | 8.00 AM | | |
| LV. NEW ORLEANS | | 7.30 PM | | | | | | |
| LV. MEMPHIS | | 8.40 PM | | | | 12.45 PM | | |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | | | | | | |
| LV. DEER PARK HOTEL | | | 10.25 AM | | | | | |
| LV. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM | |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 AM | |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 AM | |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 AM | |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 AM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM | |
| AR. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM | |

*Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.*

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, O. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. E. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 6th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., O. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., ———— Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOS ANGELES, CAL., 109-110 Stinson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSETT, City Ticket Agent. 7th St. Station, A. J. CROWE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLE, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 884 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; O. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3062 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 408-51 5th Avenue, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 606 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

G. W. BASSETT, General Passenger Agent,
Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: MARYLAND TRUST BUILDING.



**Winter
Tourist Rates**
TO
FLORIDA
and principal points
in the
SOUTH
including

| | | |
|------------------------|---------------------|-----------------------|
| Aiken, S. C. | Jacksonville, Fla. | Palatka, Fla. |
| Asheville, N. C. | Key West, Fla. | Palm Beach, Fla. |
| Augusta, Ga. | Kissimmee, Fla. | Pensacola, Fla. |
| Camden, S. C. | Lake Helen, Fla. | Pinehurst, N. C. |
| Charleston, S. C. | Lake Toxaway, N. C. | Port Orange, Fla. |
| Daytona, Fla. | Magnolia, Fla. | St. Augustine, Fla. |
| De Land, Fla. | Melbourne, Fla. | Southern Pines, N. C. |
| Eau Gallie, Fla. | Miami, Fla. | Tampa, Fla. |
| Enterprise, Fla. | Mobile, Ala. | Tarpon Springs, Fla. |
| Green Cove Spgs., Fla. | Nassau, N. P. | Thomasville, Ga. |
| Havana, Cuba. | New Smyrna, Fla. | Waldo, Fla. |
| Hot Springs, N. C. | Orange City, Fla. | Winter Haven, Fla. |
| Houston, Tex. | | |

Tickets on sale daily until April 30, 1906

Special Tours January 30th and
February 13 and 27

For full particulars call on Ticket Agents

Baltimore & Ohio Railroad

Baltimore & Ohio



Midwinter Excursions



TO

WASHINGTON

February 8 - March 22
1906

AT FOLLOWING

VERY LOW RATES

| | | | |
|--|---------|--|---------|
| Belpre, O..... | \$10.75 | Martinsburg, W. Va..... | \$ 2.23 |
| Berkeley Springs, W. Va..... | 3.21 | Mason City, W. Va..... | 12.00 |
| Brunswick, Md..... | 1.49 | Morgantown, W. Va. (via Connells- ville or Fairmont)..... | 8.60 |
| Buckhannon, W. Va. (via Clarksburg) | 9.50 | New Martinsville, W. Va. (via Clarks- burg)..... | 10.70 |
| Buckhannon, W. Va. (via Tygart Junction)..... | 9.05 | Oakland, Md..... | 6.20 |
| Charlestown, W. Va..... | 2.00 | Parkersburg, W. Va..... | 10.75 |
| Cherry Run, W. Va..... | 2.63 | Piedmont, W. Va..... | 5.45 |
| Clarksburg, W. Va..... | 8.30 | Point Pleasant, W. Va..... | 12.00 |
| Cumberland, Md..... | 4.57 | Ravenswood, W. Va..... | 12.00 |
| Fairmont, W. Va..... | 8.30 | Richwood, W. Va..... | 11.95 |
| Gallipolis, O..... | 12.05 | Romney, W. Va..... | 4.71 |
| Grafton, W. Va..... | 7.65 | Shenandoah Junction, W. Va..... | 1.89 |
| Hagerstown, Md..... | 2.31 | Sistersville, W. Va. (via Moundsville) | 10.75 |
| Hancock, W. Va..... | 2.91 | St. Mary's, W. Va. (via Parkersburg or Moundsville)..... | 10.75 |
| Harper's Ferry, W. Va..... | 1.67 | Strasburg Junction, Va..... | 2.85 |
| Huntington, W. Va..... | 12.00 | Washington Junction, Md..... | 1.28 |
| Keedysville, Md..... | 1.96 | Weston, W. Va..... | 9.05 |
| Kenova, W. Va..... | 12.00 | Williamstown, W. Va..... | 10.75 |
| Keyser, W. Va..... | 5.30 | Winchester, Va..... | 2.70 |
| Mannington, W. Va..... | 8.80 | | |
| Marietta, O..... | 10.75 | | |

Corresponding Fares from Intermediate Stations

TICKETS GOOD 10 DAYS
INCLUDING DATE OF SALE

Ask Ticket Agents for Particulars



Through Street Car Service

BETWEEN

23d Street Terminal

AND

Grand Central Station

NEW YORK CITY

The traveling public will be pleased to know of the inauguration of a new line of through street cars between the new 23d Street Terminal of the Baltimore & Ohio Railroad at New York City and the Grand Central Station of the New York Central and New York, New Haven & Hartford Railroad, avoiding any perplexity or fear of expensive transfer between these stations.

Cars are run without change from 7.30 a. m. to 7.00 p. m. on a four-minute headway, making the distance between stations in twenty minutes. Fare, 5 cents.

Cars run via West 23d Street and Fourth Avenue.

See map of New York City on second cover page.



Electric Cab Service

FROM

23d Street Terminal, N. Y.

| | 1 or 2 Passengers | 3 or 4 Passengers |
|---|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity..... | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 59th Street and Washington Square: First hour ... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs... 20c each

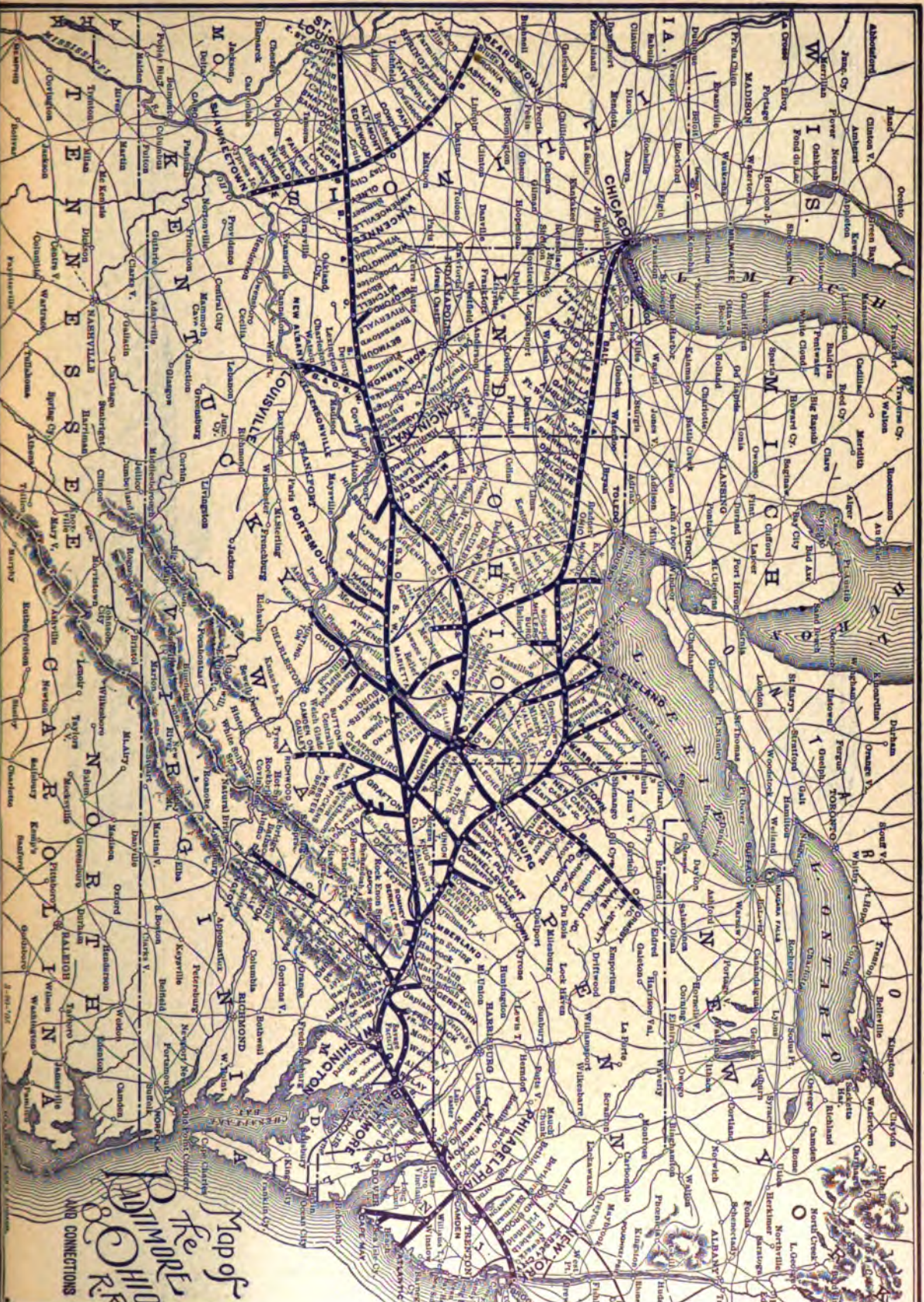
Only one such trunk carried on any vehicle.

No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Telephone 2380, Columbus
NEW YORK CITY.



Map of
The More
Railroads
AND CONNECTIONS

Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|---|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | |
| 29 | 30 | 31 | .. | .. | .. | .. | 26 | 27 | 28 | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | |

| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|---|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |

| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 26 | 27 | 28 | 29 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | |

ROYAL BLUE TRAINS

D.B. MARTIN.
MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL
BLUE

TABLE OF CONTENTS.

Page

| | |
|---|----|
| The Great "Dewey" Dry Dock | 1 |
| "Shooter's Day," The Annual Mummies' Parade at Philadelphia | 5 |
| The Washington Terminal | 8 |
| Bladensburg, an Old Maryland Town. By F. J. Young | 11 |
| Jiu Jitsu. By Victor A. Hermann | 18 |
| Humor and the Humorist | 19 |
| Stub Ends of Thought | 21 |
| The Losing Side | 21 |

ILLUSTRATIONS.

| | |
|---|--------------|
| The Baltimore & Ohio World's Fair Diploma | Frontispiece |
| The Great "Dewey" Dry Dock. The Route | 1 |
| The Dock Submerged | 2 |
| Battleship Iowa Testing the Dock | 3 |
| Repairing the Battleship | 4 |
| "Shooters' Day," Philadelphia. The First Prize Club | 6 |
| The Comic Section of Parade | 6 |
| A Grotesque Organization | 7 |
| Bladensburg. The Old Calvert Mansion | 11 |
| The George Washington House. Road to Mill | 12 |
| Old Mill. Main Street | 13 |
| Palo Alto Hotel. Old Carlton Mill | 14 |
| The Old Lee House. Bladensburg to-day | 15 |
| First Presbyterian Church in Maryland. Old McGruder House | 16 |
| Old Stevens House | 17 |

PRICE 5 CENTS.

50 CENTS PER YEAR.

BALTIMORE & OHIO R.R.

THE GREAT "DEWEY" DRY DOCK.



THE BATTLESHIP "IOWA" IN THE DRY DOCK AND UNDERGOING REPAIRS.

very best men possible extra inducements were made to ship aboard the dock, and the result is a magnificent body of men. Eight of the experienced mechanics and engineers are to remain attached to the dock, which is to be their home for four years, the contracts being for that length of time.

The dock was floated on the morning of June 10 and it was immediately taken in tow to Solomon's Island, the scene of the Government tests. The contract called for a lifting power of 16,000 tons, while the tests showed a power of 20,000 tons—4,000 tons for good measure.

The tests began on June 23, when the cruiser Colorado was placed in the dock and remained for twenty-four hours. She rested as light as a feather, and the test was proclaimed a success in every particular. The next day the battleship Iowa was placed in the dock, and while there underwent improvements to her hull. Then the big dock proved its self-docking abilities, and the formal handing over of the dock to the United States Government took place.

To get a proper sense of the size of this dock, it must be seen. To begin with, it contains a trifle over 11,000 tons of steel, the riveting of which required something over 2,000,000 rivets. So great in bulk is it that when painters gave it its single coat it required 130 tons of red lead and linseed.

The dock is 500 feet long over all. It is 100 feet between the fenders and 134 feet

wide over all. It is 42 feet high clear of the pontoons and 64 feet high from the bottom. Its side walls are 14 feet thick and its pontoons are $18\frac{1}{2}$ feet deep. When light it has a draft of $6\frac{1}{2}$ feet, but requires 63 feet of water to give a draft of 30 feet above the blocks.

The dock is fitted up with handsome quarters, equal to the best equipped man-of-war afloat. It has its own electric plant and has its own apparatus for making fresh water and ice from the ocean brine. It is equipped also with a complete machine shop. The original price in the contract was \$1,127,000, but this figure of the cost has been augmented somewhat by additional machinery installed.

The dock will be of great usefulness in the Philippines. At the present time the United States Government has no docking facilities worthy of the name in the Pacific waters. With the dry dock stationed at Olongapo, and our coal supply there kept up, it will make a most powerful adjunct to the Pacific squadron. At present when a cruiser or battleship must be repaired it is to Japan or Hongkong that the damaged steamer must go and there await its turn or until the home government has no use for the dock, and then, on top of that, pay a very heavy charge. It is in time of war, however, that the true value of the dock would be felt, for then the navy would have a constant base not only of supplies, but for repairs and re-coaling.

SHOOTERS' DAY.

The Annual Mummies' Parade of Philadelphia.



NEW ORLEANS has her Mardi Gras; California its many Fiestas; Montreal and Quebec their Ice Carnivals, but staid old Philadelphia runs riot on the first day of the year with

its peculiar "Shooters' Celebration," which in some respects is alike but still is very different from any of the other Carnivals of Mummery.

This New Year's celebration has been going on for more than a half century and has grown from one of mere local interest to an extravagant pageantry which draws great crowds from other cities.

Shortly before midnight on New Year's Eve great throngs of people take possession of the down-town streets in the neighborhood of the City Hall and impatiently wait the tolling of the midnight hour of the dying year on the great bell in the clock tower, which is the signal for the starting of the fearful din of horns, firearms, whistles and shouts that fairly shake the colossal statue of William Penn as he looks down from his lofty perch on the pandemonium which reigns below unchecked until early dawn.

With the coming of dawn, tired but sparing no time for sleep, the great multitude prepares for the crowning celebration of the festival, the far famed Parade of the Mummies.

Then from dawn to sunset the great and good monarch, Momus, ruler of pageantry and phantasmagoria, reigns supreme and for the period claims the entire populace of the big city as his subjects.

King Momus himself is but a name, a mythological being. But his satrap princes, his lords and chamberlains and courtiers, his thousands of gorgeously clad retainers, are very real.

From early morn till night they march in glittering array through the streets of the city, viewed by half a million persons who laugh, shout and applaud, reveling in the domination of Momus and glad for the coming of the new year.

The ushering in of 1906 has gone on record as the most brilliant Shooters' Day

that Philadelphia has ever known. Never before were there so many in line; so many floats; so many gorgeous costumes; such wealth and riot of color, so much music, so much hilarity in the daylight parade.

There were more than 7,000 men in line and the procession was more than ten miles long.

By seven o'clock in the morning, down town, where the King's most devoted followers have their homes, there was great activity among the members of the clubs who were to parade. Strange sights were to be seen everywhere; for, out of two-story brick buildings came regal figures, such as whose ordinary habitation might be a palace. Stealing about dark corners to their gathering places came courtiers and clowns, armor-clad knights, cow-boys, grotesque figures and great and fearsome objects built on wheels and drawn by gaily caparisoned steeds, through streets which ordinarily are traversed by hucksters, wagons and ash-carts.

Then the Spirit of Revelry came forth from his palace of pleasure, followed by his train in habiliment rich, gaudy and uproariously funny.

In its make-up the parade was a wonderful conglomeration of the gorgeous and grotesque. There were kings and princes with glittering tiaras, golden sceptres, flaring vestments of purple or scarlet and ermine robes spreading out behind for the width of Broad Street and the length of half a block, carried by a hundred or more pages. Behind them came lesser potentates with capes that required only a score of pages to keep from trailing in the dust of the street. These were the fancy dress clubs. Gaudy indeed was their apparel in desperate attempt to vie with Solomon in all his glory.

It may be mentioned here that these clubs have no other purpose than to spend the entire year and much money in preparing their costumes for the New Year's celebration. Some of the clubs have over a thousand members, and the amount of money spent is astonishing. One of the kingly robes worn by the captain of the Furnival Club is reputed to have cost over \$1,000 and every one of the 550 members was dressed in keeping with their leader's apparel. Scarcely less costly was the embroidered robe of the captain of the Silver



By courtesy of "Philadelphia Press."

THE FURNIVAL CLUB WHICH RECEIVED FIRST PRIZE FOR FANCY DRESS.

Crown Association who headed the procession with his gorgeous followers.

In all there were thirty clubs represented and the inventive genius of the members was exhausted in efforts to produce novel costume effects, while the highest art of the seamstress found expression in some of the robes worn by the kings and their pages.

After these elaborately dressed individuals, came the comic clubs with their members in every sort of ludicrous garment which has ever been devised. The comic section of the parade was the largest by far that has ever appeared, and being the real laugh provoker, was, in spite of its lack of showiness, quite the most enjoyable in the estimation of those who grinned along the curbs.

In this section of the parade were the seventy large floats of more or less originality, satirizing all the important questions of the day at home or abroad. These floats attracted much attention and applause, and the readers of the big daily papers who have kept up with current national gossip fully appreciated the sarcasm.

One comic float was illustrative of the song "Everybody Works but Father." In a little house erected on the rear of the truck, a mummer dressed as an old man sat smoking a pipe toasting his shins beside a stove; on the front part of the float the other members of the family, including "Sister Ann" and "Mother," were busily at work over the washtub. Another represented a hazing scene at Annapolis. The "Shanghai Boat," which received the first prize among the floats, represented a Chesapeake Bay bug-eye with its oyster crew and a stuffed figure supposed to represent a rebellious oysterman who had been shanghaied and taken down the bay. This dummy was incessantly beaten by the captain and thrown overboard, fairly representing many of the scenes which have formed in our minds from the newspaper accounts of recent investigations. Other floats represented "Jersey Lilies," "Doc McNally's Servant Girls," "Dentistry," "Hooligan's Band," "The Dog Catcher," "The Philadelphia Subway," and many other quips local to Philadelphia.



By courtesy of "Philadelphia Press."

THE COMIC SECTION OF THE GREAT SHOOTERS' PARADE.



THE "IRISH INDIAN" ORGANIZATION.

By courtesy of "Philadelphia Press."

The Insurance Companies' troubles and the anti-rebate crusade were not forgotten, nor was the recent decision of the railways to curtail the issuance of passes. This was represented by a railroad track, up and down which a number of senators, and politicians of various stamps, were seen to be trudging their weary way.

The political happenings of the past year furnished much material for many of the characters. One was a landslide, a battered looking elephant with his feet crowded into a soap box sliding down a wooden trough.

In addition to the floats there were thousands of persons "going it alone" who gave much thought to individuality. They represented Indians, dancing girls, Turks, Arabs, etc.

The names of the clubs are equally as grotesque as the purpose for which they were formed. Those mentioned all have suffixed to them the words "New Year Association," and among the list there are the Homebreakers, Golden Eagles, Weary Willies, White Caps, Wyoming Hayseeds, Hardy Ables, Fire Sides, Red Carrots, Trilbys, etc.

Aside from the pleasure itself, it is often asked what is the occasion for this revelry. The City of Philadelphia offers \$3,500 in prizes for the best club representation, to include the finest costumes, the best floats and the best comics, and the rivalry between the clubs is very great.

The Mayor of the City views the procession from the judges' stand, which is located on the south plaza of the City Hall, from which point of vantage the clubs can be best seen as they approach on their way north on Broad Street, and again from the side as they proceed eastward on South Penn Square.

When the different organizations pass the judges' stand they naturally put forth their best efforts to make the best showing. The fancy dress clubs have opportunity to display their gorgeous raiment by spreading out over the wide plaza; the comic clubs get off their most amusing stunts reserved for the edification of the prize-givers. The clowns justify their masquerade by all sorts of antics, while the bands strike up their liveliest tunes.

When the parade disbands the clubs disperse to various parts of the city to compete for prizes which have been offered by individuals and organizations of many sorts; these prizes aggregate many thousand dollars and the offering of them brought large crowds of the "Shooters" into many sections of the city, making the entire day a gala one.

For the Mummies themselves there is nothing but a long, tiresome march, not to mention the weeks of preparation for which the greatest reward is the appreciation of the populace. True, the prizes offered by the city and by individuals, while great in the aggregate, do not begin to repay the clubs for their money outlay alone.

This is Philadelphia's New Year's Mummies' Parade. It is an institution known nowhere else in the world. All Philadelphia is interested in and proud of it. Every year it is more gorgeous, more stupendous, and the crowds which come to see it are greater. The spectators this year numbered twice the population of New Orleans at the time of their Mardi Gras, to which the Philadelphia celebration is most often compared.

With the coming of midnight, January 1, the rule of King Momus is ended for 364 days.

THE WASHINGTON TERMINAL.

Progress of the World's Greatest Railway Station.

THEODORE STARRETT IN "THE ARCHITECTURAL RECORD."

NOT the least remarkable thing about the great Terminal Station which is now beginning to rise from the two million yard fill at the intersection of Massachusetts and Delaware Avenues in Washington is the fact that it is a monument in enduring granite to the Chicago World's Fair and its architect, Daniel H. Burnham. The White City is vanished like a beautiful dream, but its chief designer, grown greater with the years, has produced in this building a structure which surpasses the most beautiful of the ephemeral creations of the vanished city. I have no doubt that that great organizer when he gazed on his finished work in the stucco buildings of the Columbian Exposition dreamed even then of the day when he should do it all over again in everlasting stone. That day has arrived, and the fulfilment of his dream in such a building as the Washington Station should be an inspiration to every one of us.

Though not in any sense part of the original plan of George Washington as worked out by his Secretary of State, Thomas Jefferson, with the expert advice of Major L'Enfant, the new Terminal is one of the great features of the embellishment of the Capital City and, being the actual design of a member of the Commission of Architects which has restored the plan of George Washington, it gives the motif, as it were, of the grand finale of the composition. It is the first of the series of great buildings which is to make Washington a White City that will indeed be the wonder of the world.

That the Divinity which shapes our ends had a kindly eye on the National Capital during all the years that elapsed since L'Enfant's time is proved by the fact that she (the Divinity) was so nearly successful in restraining all the race of government architects from muddling with the job of beautifying the city. During the dark ages of architecture in the United States, when clever graduates from the carpenter's bench and the wood-turner's lathe dispensed architecture for the benefit of the public and dotted the country with Queen Anne and "Mary Ann" monstrosities,

squandering the nation's money on buildings like the old Chicago Post Office, for instance, kind Providence restrained their vandal hands from tampering with the National Capital, and so the city's plan remains to-day, as far as the government buildings are concerned, almost untouched from the hand of L'Enfant.

The Washington Terminal is only one of a series of great railway stations that are to be built in the United States.

The site of the Washington Terminal is very close to the National Capitol, the front of the building facing up Delaware Avenue directly toward the Northwest corner of the Capitol. The grade of the locality where the station stands is to be raised about thirty-five feet, the job of filling alone being rather a big one, requiring some two million yards of new material, the raised area covering many acres.

The new Terminal is less than the Capitol in one dimension only, that of height, but viewed from the northeast, it is the dome alone that surpasses it in height. In the dimensions of length and breadth it exceeds the Capitol, the Station's length being 760 feet as against the Capitol's 746 feet 6½ inches, and its breadth being 343 feet 9 inches as against the Capitol's 270 feet 10 inches.

Few who read the papers or magazines are unfamiliar with the appearance of the Washington Terminal. The building is a sort of grand triumphal archway, inspired by the triumphal arches of Rome.

The central pavilion has three arches, each 50 feet high, leading into the main waiting room, and the end pavilions are single arches 40 feet high, which are intended as carriage entrances. The one toward the east is for official use and leads to the suite of apartments exclusively for the President and the guests of the nation; the one toward the west is for the public and gives immediate access to the ticket lobby.

The building faces on a plaza 1,000 feet long and 500 feet wide. The station proper is 620 feet long, and the concourse behind is 760 feet long. The interior, as far as the main rooms are concerned, is

roofed with Roman barrel vaults. The general waiting room with a clear width of 130 feet and a length of 220 feet will be 90 feet high. It is lighted by a semi-circular window 75 feet in diameter at each end and by five semi-circular windows 30 feet in diameter on each side. The dining room east of the main waiting room is 80 x 100 feet and 35 feet high; the ticket lobby, already referred to, is 50 x 100 feet and 35 feet high, the same height as the dining room. The smoking room and the women's waiting room will be large apartments 30 x 85 feet and 28 feet high.

The passenger concourse is 130 feet wide and 755 feet long, inside dimensions, covered by an arched ceiling in a single span, and, according to statement of the architects, far exceeds in size anything ever built for a similar purpose.

There are to be 33 tracks, of which 20 are stub tracks on the same level with the waiting room, and 13 are depressed 20 feet below the street level, 7 of them continuing under the building into a tunnel leading southward and constituting a through station.

The Washington Station will have no large span train-shed, as it has been found that great sheds have not justified their enormous cost. They are always dark, dirty and leaky, and in winter afford small protection from the cold. In this particular case an enormous train shed so near the Capitol was regarded as tending to dwarf the dome of what must remain the most notable building in Washington. Instead of the train shed there will be umbrella sheds covering each platform and wide enough to overlap the trains and furnish protection from the weather.

The cost of the entire improvement will be about \$14,000,000, including track rearrangement, the building of the new plaza and the establishment of the new streets.

The exterior of the Station is to be of white granite from Bethel, Vermont. This material has an interesting story connected with it. It had previously been used in but few buildings, although it lies in limitless quantities in a hill back of Bethel.

It required some considerable boldness on the part of the architect, as well as a good brand of confidence in that architect on the part of his client, to choose an untried material for so great and important a building as the Station, but the whiteness

of the granite fitted in with the color of the architect's dream, and now that the dazzling, creamy white blocks are beginning to show and give promise for the finished work, it simply scores another success for the men who dare and do.

The work of excavating for the foundations of this building began on the first day of December, 1903, and as the great concrete piers, rising thirty-five feet above the old grade, began to be finished much interest and curiosity were aroused, as it became apparent that the work of filling the surrounding territory was in itself a task of tremendous magnitude.

It should be understood that the new Station straddles the main tracks of the Baltimore & Ohio Railroad just outside its old station at the corner of C and First Streets, and the work must be done without interfering with the traffic. Construction began on the east side of these tracks, but could not be continued to the west side for over a year on account of the necessary changes in the approaches to the city and some difficulties with tenants of the railroad property. This delay of a year caused a practical suspension of work on the Station proper for a number of months, but now all obstacles are removed, and it is expected to have the building enclosed next summer, and unless some unexpected set-backs are encountered, it will be finished by the first of the year 1907.

If anyone will stop and think of the time it has taken to build any of the great structures that have come within his own ken, he will appreciate what it means to build a building larger than the National Capitol in three years' time.

Some of the Old World buildings not as great have taken centuries. Our own great buildings, like the Capitol, for instance, have often taken generations to build, and in the case of great structures at the present day we know full well of many a building like the Chicago Post Office, which has been a-building now for eight years, and, as I believe, is not finished yet.

But modern conditions demand modern methods, and to-day the building constructor must make as much speed as the public convenience, if no other consideration, demands.

The man who made two blades of grass grow where one grew before was not one of your conservative mossbacks who are contented to let well enough alone. Else

he had never been immortalized. The call of to-day is, make more blades of grass grow, not two but twenty, not twenty but a hundred. Study the problem scientifically. Plan your work as a general would plan his campaign. It must all be mapped out in imagination, just as battles are fought on paper beforehand. The winning general is the one who knows best the ground of the battlefield and where the reserves should be located beforehand.

The modern constructor must plan his work to the very end; he must know when his foundations will be finished ready for the superstructure, and the parts of the superstructure, made up of a dozen divisions each composed of a thousand, nay, ten million units, must all be prepared in advance at their several points of production, whether it be your granite away up in the green hills of Vermont or your steel in Pennsylvania's smoky furnaces. A dozen army corps must be organized and provisioned and drilled and held in readiness to throw into the breach at the proper juncture. And the well-managed campaign produces results so different, so new, so magical, so astounding, if you but knew, that it is no wonder the enthusiasm of the brain and soul of the man who plans it. Not all the difficulties, the risks, the obstacles placed in one's path by those who love the rut, not the dire threat of the walking delegate can quench for one

instant the fire that inspires the master builder.

And so we see great buildings rise like magic, over night, steel on steel and stone on stone, as imperishable as the pyramids, though they took a thousand years to build instead of a thousand days.

This is a land of magic, of dreams and dreamers, and George Washington was the greatest dreamer of them all. It is only in moments of insight that we are able to grasp the colossal character of his dreams. Who can conceive of anything more wildly fantastic than the idea of establishing the Capital of our nation in the days of its infancy in the flat swamps of the Potomac and planning so well and so broadly that a hundred years afterward a commission of the greatest architects of this nation, grown to be the greatest and grandest of earth, should, after a year and a half of careful study, report that "the original plan of George Washington, which has stood the test of a century and won universal approval, was to be the starting point of the new plan and past departures from it were to be remedied wherever possible."

What a lucky thing for the Father of his country that he didn't have a lot of partisan newspapers to spread the story of his folly and win for him, mayhap, a martyr's crown such as our modern heroes have generally worn.



BLADENSBURG, AN OLD MARYLAND TOWN.

BY F. J. YOUNG.

ABOUT four miles northeast of Washington and not far over the line separating Maryland from the District of Columbia is Bladensburg, named in honor of Thomas Bladen, one of the early governors of Maryland. Before Washington was founded this was a promising village. Later, in the early days of the Republic, before the era of railroads, the route between the capital and Baltimore led through here, a stage coach making daily trips each way. Those were its palmy

the young planters gathered at the tavern to meet the stage, drink, play cards, fight game cocks and race horses. When the railroad was built, it left the town a mile to one side. The light soil washed into the river, gradually filling it, and the little importance of the town faded and died. It has been many years since anything larger than a rowboat could float on the stream, and the stage-coach is a thing of the past. The soil became exhausted, the crops smaller, and the planters poorer



THE OLD CALVERT MANSION.

days. The shallow stream which now divides and flows on both sides of the town was then a river, up which sailed ships from the Potomac to discharge their cargoes and be loaded with tobacco, the great staple of the section, which was sent direct to England, and it was thought to be a town with a bright future.

One of the earliest postoffices in this country was established here; now it would be hard to find a more forlorn place. Except that it is older and shabbier, it is in appearance the same town it was when

yearly, but the old-time gentleman never thought of reducing expenses to meet a diminishing income; the negroes were sold and the plantations mortgaged to meet the most pressing wants, and places once the homes of men bearing the names of some of Maryland's early statesmen and heroes passed into other hands. A few of the descendants of some of the old families are still in the vicinity, but the ancestral mansions are no more or are occupied by strangers. Not far away is the Calvert Hall, once the residence of the descendant



THE "GEORGE WASHINGTON HOUSE."

of Lord Baltimore, the founder of Maryland. With its stately columns, broad driveways, and porters' lodges, it stood in the center of an estate of several thousands of acres; to it now belongs but a small tract. This was a social center until near the middle of the last century; within its walls Henry Clay drafted his famous compromise bill in 1827; here Lafayette was received and entertained, and Daniel Webster was a frequent and welcome visitor. An historical society has recently purchased this place and intends to restore the house to its original condition, and under the name of the Calvert Hall of History to make it a repository of the records and relics of the family by whom it was founded.

The name of Bladensburg is associated with one of the disgraceful episodes of our early history. Here it was that August 24, 1814, a force of 4,000 British soldiers and marines under General Ross and Admiral Cockburn were met by about 5,000 Americans, chiefly undisciplined militia. Commodore Barney, with a battery of eighteen pounders and six hundred marines, was stationed by an old mill which is still standing, near the bridge spanning the river, and seems to have done most of the fighting. Of the British loss of sixty-four killed and 249 wounded, the greater number was at this point. The day was intensely hot, men of both armies were overcome by the heat. The Americans stood their ground against the British vet-

erans for a time, and the British Colonel in command was killed; when General Ross rode up to take personal charge of the attack, one of the militia regiments which was ordered to change position fell into confusion, broke ranks, and fled. This caused a panic among the others, and only the marines seem to have kept their formation and retreated in good order. Of the seventy-six men lost by our forces, forty were from this body. Commodore Barney, after having two horses shot under him, was so badly wounded he could not be removed from the field, but he afterwards recovered. Our demoralized forces were pursued by the enemy, who entered Washington that evening.

During the preparation for the battle, the President, the Attorney-General, the Secretaries of State and War, two members of Congress and Francis Scott Key (who a few days later wrote the Star Spangled Banner), came on to the field, and it is probable that the presence of these dignitaries embarrassed General Winder, the American commander, and their early flight certainly contributed to the panic and confusion.

The British burned a number of buildings, including the White House, Capitol, and Patent Office, wantonly destroying the public records, and many books in the Congressional Library. Their action in burning these records and much private property created great indignation, but General Ross was fired at and his horse



ROAD TO THE OLD MILL.

wounded as he approached the city, and this greatly angered him. On the approach of the British Mrs. Madison cut from its frame the picture of Washington that hung in the White House, and seizing the original Declaration of Independence, crossed the river into Virginia, and is said to have been refused shelter at two houses,

about two miles west of Washington, a man named Foxall owned a foundry and was engaged in casting cannon for the American army. A regiment of British infantry started through the woods which then stood between the two cities with orders to destroy these works. Night had come on, a storm was threatening, and it was reported



OLD MILL, PART OF CALVERT ESTATE.

the residents fearing the vengeance of the British who were thought to be in pursuit. The President and members of his cabinet remained until it was certain that the capital would be entered and then escaped on horseback.

Two farmers' boys, who were watching the battle from a neighboring hill, picked up

that a force of Americans had rallied to defend the foundry, and the troops were recalled. Foxall, a sincere Christian, felt that Providence had interposed in his behalf and later purchased a lot at 14th and G Sts., and erected a church, naming it Foundry. The imposing brick edifice which succeeded the little wooden building was



MAIN STREET IN BLADENSBURG.

muskets dropped by fugitive soldiers and on being approached by a mounted British officer, fired at and killed him, he was buried on the field and a few years later his remains were removed by his friends.

There is an interesting incident connected with the brief occupation of Washington by the British. A short distance above the old city of Georgetown, then

known as Foundry Church, and was only removed two years ago to make room for an office building, and a handsome granite building erected by the congregation in another locality bears the name.

The English government was much elated by the capture of our capital. General Ross was given the title of Lord Ross, and when killed soon after in the attack on

Baltimore, his remains were taken to England and interred in Westminster Abbey among her great men. A ballad written to describe the flight of the Yankee troops and called "The Bladensburg Races" was a music hall favorite in London for several years.

Another claim to fame on the part of

Carty met on February 6 to settle a political quarrel, and standing twelve feet apart in a driving snow-storm, armed with rifles, fired at the word. Mason fell dead at the first fire and McCarty was grievously wounded.

The most famous of these affairs occurred March 22, 1820, when two prominent officers of our navy, Commodores Barron



THE PALO ALTO HOTEL.

this ancient burg, is that in the times when the theory prevailed that any disagreement among gentlemen could only be settled by an exchange of shots, and coward was the worst name by which a man could be called, a number of hostile meetings were held in a secluded place near the town. The laws against dueling in the District of Columbia

and Decatur met. In June, 1806, Barron in command of the Chesapeake, one of our men-of-war, sailed on a training cruise. Many of his men were new and undisciplined, and his decks were encumbered by stores, when the captain of the British man-of-war Leopard demanded he be allowed to search the Chesapeake for deserters.



OLD CARLTON MILL, SCENE OF BRITISH ENCOUNTER.

were very severe, while those of Maryland were rather lenient. Some of these encounters are famous among duels, either from the standing of the participants or the circumstances which led to the meeting. The earliest of which there is any authentic record was in 1819, when A. T. Mason, an ex-Senator of the United States and General of the Virginia Militia, and J. C. Mc-

This being refused, the Leopard opened fire and Barron replied with the single gun available, but on losing three killed and eighteen wounded lowered his colors and the British boarded and carried off four men. This caused general indignation, Barron was court-martialed and suspended from duty on half-pay for a number of years. Decatur, with a brilliant record in

the war of 1812, fresh from his Tripolitan triumphs, and the idol of the younger officers, seems to have been something of a bully, having been principal in a duel in 1799 and involved in other disputes in 1801, and again in 1803. While claiming to be opposed to dueling, he said that as his trade was fighting, he was always prepared

A number of naval officers were present at this meeting, two of whom acted as seconds, and all agreed that as the two principals lay on the ground, both thought to be mortally wounded, they became reconciled, Barron saying that he desired that they enter heaven together as friends, and Decatur replying that he had never been an enemy.



TYPICAL ASPECT OF THE PRESENT BLADENSBURG.

to defend the honor of the Navy or his own. Barron, who was assigned to shore duty in 1812, at the expiration of his suspension, had requested to be restored to active service and given command of a vessel, but this had not been done.

Decatur was bitterly opposed to Barron's restoration, expressed the opinion that he

In 1821, two employes of the Government, Fox and Randall, settled a dispute with pistols. Fox being killed, Randall seems to have been punished by being dismissed from his position in one of the departments.

A famous duel which did not occur, however, on the usual grounds, but in the



THE OLD "LEE HOUSE."

was a coward, and finally said that anyone could insult him with impunity, and nothing seemed to remain to Barron but to challenge.

Pistols loaded with ball were used at a distance of sixteen feet. Both fell at the first fire, Decatur dying that night and Barron with a bullet in his thigh which lamed him for life.

vicinity, was in February of 1838, when two members of Congress, Graves and Cilley, met. There seems to have been no cause for this, and nothing involved beyond a trifling point of honor. The affair arose from an editor taking exception to some remarks made by Mr. Cilley in a debate and sending a note by Mr. Graves demanding an explanation. Mr. Cilley declined

to receive the note as he did not desire to be drawn into a controversy, and Mr. Graves at once made the quarrel his own. Mr. Cilley said there was no provocation sufficient to cause two friends to quarrel, but finally was placed in such a position that he said he owed it to his family and his constituents to prove his courage.

that they had gone to Bladensburg to intercept the party and that had Graves fallen they meant to kill Cilley.

A feature which shows how dueling was regarded in those days, was, that not only the principals but the seconds were members of the House, and four other members were among the spectators.



FIRST PRESBYTERIAN CHURCH IN MARYLAND.

The original plan was to meet at Bladensburg, but Mr. Cilley's friends learned that J. Watson Webb, the editor, whose note had begun the trouble, together with two friends, had gone to Bladensburg resolved to force a quarrel with and kill Mr. Cilley before the meeting with Graves, and a spot a few miles away was chosen.

This affair caused so much excitement that a Committee of Congress was appointed to investigate the causes leading to this duel, but only so far as to ascertain if the privilege of Congress had been abused by calling a member to account for words spoken in debate. A resolution expelling Graves and censuring his second, Wise,



OLD McGRUDER HOUSE.

Armed with rifles, at ninety paces, two shots were exchanged without harm to either party, but at the 3d Mr. Cilley fell dead. Even after exchanging shots Mr. Cilley said he had nothing but the kindest feeling and the highest esteem for his antagonist.

Soon after this, Webb and his two friends published a card in a New York paper, over their own signatures, stating in effect

was reported, but seems to have lacked the two-thirds vote necessary to be effective, as the records show that Mr. Graves served out that term and his constituents showed their approval by re-electing him, as did those of Mr. Wise.

The Committee referred to the published card of Webb and his two friends as "that atrocious paper" but said it was beneath

the dignity of the House to further notice it. Many years later Webb, the editor who was instrumental in bringing about the tragedy, was appointed Minister to one of the South American countries.

In 1851 two members of Congress, Stanly and Inge, exchanged shots, shook hands, and went back to Washington together.

In May 1852 two cousins named Daniel and Johnson, met at sunrise; Johnson and a party of friends went to the hotel at midnight and spent the hours in drinking and gambling. After an exchange of shots (neither being hurt) they decided that all had been done that was necessary and the party proceeded to Washington to celebrate. This was the last hostile meeting of which we have any particulars.

Near the dueling ground there now stands a Club House where prize fights

structures, a telephone line connects with Washington and the neighboring villages, and signs on two places, besides the three hotels, show that lager beer and modern drinks can be bought, and it is safe to assume that without the bar attached the hotel business would offer few inducements.

On one of the most progressive of these houses a sign informs us that besides beer, pickled pigs' feet, deviled crabs and ice cream are for sale. Near the town is the former house and workshop of Clark Mills, the sculptor; here the equestrian statues of Jackson, which now adorn public squares in Washington, New Orleans and Nashville, were cast. At the edge of the town is a spring which is said to possess some medicinal qualities. The burial ground about a mile from town has been neglected



OLD STEVENS HOUSE.

under the name of "boxing matches" are held. Many of the old houses are of the dormer window variety with roofs steep enough to split a raindrop and the sidewalks are cinder paths.

The old George Washington Hotel bears the date of 1732, and a little farther down the street is the Palo Alto House, built in 1734. At one of the entrances to town is a newer hotel. The last census report showed 463 inhabitants. On a recent visit to the place but one white person was seen, and the number of dogs is noticeable, five being in one yard, three in another, and several others on the street, and it is evident that this once aristocratic place is principally inhabited by negroes.

A few signs of progress are seen in the single street; two modern iron bridges span the stream replacing the old wooden

for years and is overrun with weeds and briars, but some attempt to reclaim it is now being made. One of the first Presbyterian churches erected in Maryland was here. The first interment was made in 1718. Some of the inscriptions on the old stones are quaint, a noticeable one being "O, what a good thing to be ready." A trolley line reaching from Washington and the Baltimore & Ohio Railroad with its many trains have caused villages to spring up all along their lines, until for miles the village boundaries almost meet, but Bladensburg seems out of the path of progress, and a new building or a coat of paint on an old one would be a noticeable event.

All in all this is a type of a finished town—one whose people have so much respect for it as it is, that they do not want to change it in any way.

JIU JITSU.

BY VICTOR A. HERMANN.

"Away with all English science
In the arts of self-defence;
In them there is no reliance
If a real scrap should commence."
So said Tom Tomky Soy,
A scheming Eastern lad,
Who taught each man or boy
The great jiu jitsu fad.

"Come this way and I will show you,"
Said Tom Tomky to me;
"And if I should fail to throw you
I'll give you a lesson free."
I took off my coat and collar
And stepped on a ten-foot pad;
Then Tom asked for a dollar
To teach me the latest fad.

Tom said that I was a scholar
Who would learn in a little while;
And he took my crispy dollar
With a bland and child-like smile.
And that night I had to chuckle
When I met a lone footpad;
Thought I: "Here's the chap I'll buckle
And test this wonderful fad."

With a move he'd not detected
I grabbed him by the wrist;
And then (as Tomky directed)
I gave his arm a twist.
And then—

* * * * *

And then—

* * * * *

Ten million stars were rising
He took everything I had;
And left a note advising:
"Back! Back! with the Jitsu fad."

HUMOR AND THE HUMORIST.

THE ART OF SAVING.

BY A. U. MAYFIELD, OF "DENVER NEWS."

Ever go out saving people?

It affords the greatest variety of experience, except going to congress, an honest man ever willfully walked into. You would be surprised at the vast number of people who are just standing around waiting to be saved. They don't seem to care how they are saved, or who saves them, just so they are saved.

Perhaps you have never noticed the lost condition of things unless you have gone out with an armful of life preservers in one hand and a great big, palpitating heart in the other.

Once in a while a life-saver stays with his job, but the majority of them that go out to rescue some one runs into a hole in the sidewalk and cries for help! As soon as they are well enough to get out of the Emergency hospital they sue the city for damages and have their picture printed in the papers.

Ever notice what an uncontrollable desire people from the pure, sinless air of the country, or small towns, have to rush out and rescue some one the minute they get into the city? I used to feel that way the first year after I came from Dry Creek. I wasn't city broke then. I am now. It didn't take the game long to break me until a two dollar bill looked as big as a circus tent spread out on the lawn to dry.

My first great work to rescue the perishing and care for the lying was under the personally conducted supervision of the chief of police. I told him I wanted to save somebody. I didn't care in particular who it was just so I could apply my life preserver and snatch some grasping soul from the bottomless pit.

One day an insurrection broke out of the mad-house and took the first car for the Industrial school. It was tearing the shingles off the building when the chief invited me to go out and see if I couldn't persuade it to come down off the roof and go back to work at the old scale.

Five minutes after I arrived on the scene of action one of the inmates had borrowed all the money I had with me and run her hatpin into the vital parts of my German silver watch. I begged her to be good and not tamper with the tender feelings of the matron and some sweet day I would take her to Los Angeles and show her the ocean. That seemed to pacify her for the time, and I went back to the city to hunt up a reporter to get my name in the paper.

Thirty minutes after I left the house of incorrection the girl who poked the insides out of my watch and gave me a promissory note for my money had led a band of female pirates in battle against the guards and entered Fort Logan in the garb of night.

I didn't respond to the second call. I hadn't the car fare. Besides, I didn't feel that I could afford to sit around all summer and hold hands with a female hyena incarnate. I didn't mind saving people who would stay saved, but I soon found that it would take more of the saving grace than I had on hand to go around.

Once I saved a young thing by grabbing a bull by the tail and steering it leeward.

CARLOTTA MIA.

T. A. DALY, IN "CATHOLIC STANDARD AND TIMES."

Giuseppe, da barber, ees greata for "mash,"
He gotta da bigga, da blacka mustache,
Good clo'es an' good styła an' playnta good cash.

W'enever Giuseppe ees walk on da street,
Da people dey talka "How nobby! How neat!
How softa da handa, how smalla da feet."

He raisa hees hat an' he shaka hees curls,
An' smila weeth teetha so shiny like pearls,
Oh, many da heart of da silly young girls

He gotta.
Yes playnta he gotta—
But notta
Carlotta!

Giuseppe, da barber, he maka da eye,
An' lika da steam engine puffa an' sigh
For catcha Carlotta w'en she ees go by.

Carlotta she walka weeth her nose in da air,
An' look through Giuseppe weeth faraway stare
As eef she no see dere ees som'body dere.

Giuseppe, da barber, he gotta da cash,
He gotta da clo'es an' da bigga mustache,
He gotta da silly young girls for da "mash."

But notta—
You bat my life, notta—
Carlotta.
I gotta.

THE STATE OF NEW YORK.

WILLIAM J. LAMPTON IN "JUDGE."

New York is a large and interesting state. It is the Empire state, but the emperor seems to have received such a hard blow in November that he has gone out of commission. But the state is interesting outside of politico-governmental matters: Let us consider some of its municipalities, for example, not for ownership, but for other purposes.

For the benefit of the old maids—God bless 'em!—we may begin by saying there are no more unmarried men in Batchellerville than in any other town of its size in the state; nor are there any fewer buds in Bloomville. There are as many losses in Gaines as elsewhere, and no more pain in Akin than there is in Pleasureville. Bourne is not the one from which no traveler returns, thank heaven! Nor is Dodge any safer place for a man when his wife throws a flatiron at him than any one of the forty towns in other parts of the state. One doesn't find more to drink in Toddsville than elsewhere; nor is the horn he gets at Gabriels any more stimulating than one he can get at any gin-mill, anywhere. All the lambs in Wall Street don't come from Jayville; nor is one pulled out of the hole any easier at Derrick than elsewhere. There is no volcano near Lava, and as much brimstone at Divine Corners as at towns that sound different. Galeville is not a particularly breezy village, nor are there any more flowers in Boquet than in Bloss-

som. Truck-raisers do as well in Garden City as they do in Good Ground, unless it happens to be political truck. What? One is pretty well out of the woods at Forest; and to reach Halfway one must go all the way. A man can't get a shave in Barbourville any cheaper than elsewhere, and there are no more pumps in Wells than in the adjoining town. It isn't always evening at Vesper, and there is night at Day half the time. One may find sorrow in Bliss and Joy, just as he may find bliss and joy in Suffering; and Best isn't superlative by a whole lot. Tobasco isn't any more hot stuff than Arctic is cold stuff. One's cross is no heavier at Burden than elsewhere; nor is life any sweeter at Sugartown. There are just as honest people at Steele as there are at Truthville, and just as stupid ones at Smartville. One can get as good a highball at Rye as he can at Scotchtown, or at Springwater, for that matter.

There are other interesting things in the state, but when the average reader is told where he can get a good highball he is willing to let the rest go.

THE PERSONAL POINT OF VIEW.

CHICAGO "RECORD HERALD."

The lunatic is always sure
That he is not insane;
The homely woman, too, believes
That she is far from plain;
The hypocrite supposes he
Is not so bad at heart,
And every dauber fancies that
He daily adds to art.

The doting mother always thinks
She has a model child
And that her neighbors' girls and boys
Are terrible and wild;
The man who owns a savage dog
Is sure it wouldn't bite;
The village cut-up thinks that all
Of his remarks are bright.

The deacon when he trades his horse
And gets a better one,
Discovers nothing sinful in
The thing that he has done;
The girl who flirts and casts the boy
Heartsore, at last, aside,
Supposes she has done a thing
To justly give her pride.

The man in stripes, who eagerly
Peers through the grated door,
Thinks he is sadly sinned against
And trusts in men no more;
No bard has ever called the muse
To help him sweep the strings
Without supposing he was born
To do Homeric things.

Of all the planets that are hung
Above the deeps of space,
This good, green earth that you and I
Have for our dwelling place
Would be the richest and the best
And merriest by far,
If all of its inhabitants
Were what they think they are.

DOCTHER DOOLEY—LL. D.

J. W. FOLEY IN THE "NEW YORK WORLD."

I've bin wa-aiting f'r some college,
Blessed wid dignity an' knowledge,
Av which wit is first vice president and humor
is thrustee,
To sind all th' world a greetin'
Av a quite informal meetin'
To confer on Ma-artin Dooley th' degree of
LL. D.

Shure, they do it th' world over;
"Docther" Cha-ancy—"Docther" Grover—
"Docther"—half a thousand other I could
minton if I chose;
An' in all th' world av wit or
Humor, tell me who is fitter
Than is Mister Ma-artin Dooley f'r t' fill a
docther's shoes?"

Jist imagine it: "Yours thruly,
'Docther'—'Docther' Ma-artin Dooley."
Th' divil fly away wid ye, an' don't ye under-
stand
That av all th' famous min I see
Jist Dooley's lift an' Hinnessy,
Who haven't yet bin docthered as their serv-
ices dema-and.

Shure, I'm timpted t' be startin'
Jist a little wan f'r Ma-artin,
Av which ivery last good fellow in th' land
shall be thrustee,
Widout faculty—no chaffin'—
Save th' faculty f'r laughin',
An' confer on Ma-artin Dooley th' degree av
LL. D.

Thin, be hivins, sir, whiniver
Ye had blues or torpid liver
An' were needin' av a tonic—an' there's min-
ny needs th' sa-ame—
Y'd be sindin' f'r yours thruly,
"Docther"—"Docther" Ma-artin Dooley
An' be takin' his prescription to th' glory av
his na-ame.



Stub Ends of Thought

By ARTHUR G. LEWIS.



MUCH that we call hope to-day is too often only a veneer over the disappointment of to-morrow.

FATIGUE is the mother of rest, and sings a lullaby of sleep and resignation to honest effort.

THERE is such a thing as our conceit carrying us so far above our fellow men that it is impossible to see anything but our side of them.

ENVIRONMENT is the science that surrounds the circumstances of our lives, and moulds them into the opinions of experience.

THE official chains of prejudice fetters more ability than the charity of generosity and justice leads to freedom.

How much wrong is brought into existence by the erroneous and convenient conception of right.

It is about as difficult to legislate against the vagaries of human nature as to oppose the instincts of animal life.

WHEN a man finds it necessary to assert that he is a gentleman, there is generally sufficient ground for someone else to protest that he is not one.

LET us work cheerfully, confidently, and with success as our millennium, slavery, or enforced labor, never produced anything but mechanical results.

DISAPPOINTMENT is the sauce that adds zest to the menu of realization.

It is often more the tone than the trend of an argument that makes it offensive.

THE open field of opportunity is frequently shadowed by the walls of envy and prejudice.

THE avoidance of temptation requires greater effort and more strength of character than the requirements that compel us not to yield to it.

To suggest a remedy is always superior to the application of an argument.

THE LOSING SIDE.

BY ARTHUR G. LEWIS.

Stand from out the shadows there,
Come out into the sun-way wide,
No one cares for the under dog,
No one cheers for the losing side.
All the heads and hearts of men
Bend to the shrine they call success,
All the gods of fate attend,
Those who do and frame their best.

No one cares for the yelping cur
Seeking a refuge from his kind,
All to the champion now refer,
None the wounds of failure bind.
Stand from out the shadows there,
Come out into the sun-way wide,
No one cares for the under dog,
No one cheers for the losing side.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (101 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price, \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 28, 1905 | No. 504 DAILY | No. 528 EXCEPT SUNDAY 5 HOUR | No. 528 EXCEPT SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 506 DAILY | No. 516 DAILY | No. 546 DAILY | No. 512 DAILY |
|--|------------------|---------------------------------------|-----------------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|
| EASTWARD | | | | | | | | | | |
| LV. WASHINGTON | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM |
| LV. BALTIMORE, CAMDEN STATION | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 |
| LV. BALTIMORE, MT. ROYAL STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| AR. PHILADELPHIA | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| AR. NEW YORK, LIBERTY STREET | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 6.50 | 8.19 | 11.45 | 3.05 | 6.00 |
| AR. NEW YORK, 230 STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 6.40 | 8.32 |
| AR. NEW YORK, 230 STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 6.33 | 8.43 |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 28, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 5 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|
| WESTWARD | | | | | | | | | |
| LV. NEW YORK, 230 STREET | PM | AM | AM | AM | PM | PM | PM | PM | PM |
| LV. NEW YORK, LIBERTY STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 8.50 | 11.50 |
| LV. PHILADELPHIA | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 |
| LV. BALTIMORE, MT. ROYAL STATION | 7.40 | 10.32 | 12.30 | 2.14 | 4.16 | 6.18 | 8.35 | 9.30 | 3.35 |
| AR. BALTIMORE, CAMDEN STATION | 9.48 | 12.49 | 2.48 | 4.14 | 6.09 | 8.16 | 10.55 | 11.32 | 6.00 |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 8 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 230 STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 8.50 PM | ----- |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 PM | 12.15 PM | 7.00 PM | ----- |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 8.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.16 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 PM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| AR. DEER PARK HOTEL | ----- | ----- | ----- | ----- | 6.27 PM | ----- | ----- | LV 5.10 PM |
| AR. PITTSBURG | ----- | ----- | 7.00 PM | ----- | 7.45 PM | ----- | 9.00 AM | 10.00 PM |
| AR. CLEVELAND | ----- | 5.35 PM | 12.15 PM | ----- | ----- | ----- | ----- | LV 4.20 PM |
| AR. WHEELING (EASTERN TIME) | ----- | 8.50 PM | ----- | ----- | ----- | ----- | ----- | 9.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | ----- | 5.30 PM | ----- | ----- | ----- | ----- | ----- | 7.40 PM |
| AR. OHIOAGO | 8.05 AM | ----- | ----- | 5.35 PM | 9.00 AM | 2.35 AM | ----- | ----- |
| AR. INDIANAPOLIS | 10.55 AM | ----- | ----- | 11.50 PM | ----- | 10.55 AM | ----- | ----- |
| AR. LOUISVILLE | 11.50 AM | ----- | ----- | 9.30 PM | ----- | 7.10 AM | ----- | ----- |
| AR. ST. LOUIS | 5.27 PM | ----- | ----- | 7.28 AM | ----- | 1.40 PM | ----- | ----- |
| AR. OHATTANOOGA | 6.15 PM | ----- | ----- | 6.30 AM | ----- | ----- | ----- | ----- |
| AR. MEMPHIS | ----- | ----- | ----- | 8.25 AM | ----- | ----- | ----- | ----- |
| AR. NEW ORLEANS | 8.45 AM | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| LV. OHIOAGO | ----- | ----- | 5.00 PM | 10.40 AM | ----- | ----- | 8.30 PM |
| LV. COLUMBUS | ----- | 5.00 PM | ----- | 7.00 PM | ----- | ----- | ----- |
| LV. WHEELING (EASTERN TIME) | ----- | ----- | ----- | 12.25 AM | ----- | ----- | 11.35 AM |
| LV. CLEVELAND | ----- | ----- | 11.30 PM | ----- | 8.00 PM | ----- | ----- |
| LV. PITTSBURG | ----- | ----- | 8.00 AM | ----- | 9.30 PM | ----- | ----- |
| LV. ST. LOUIS | 9.00 AM | 2.05 AM | ----- | ----- | ----- | 8.30 PM | 1.15 PM |
| LV. LOUISVILLE | 2.10 PM | 8.10 AM | ----- | ----- | ----- | 9.29 PM | ----- |
| LV. INDIANAPOLIS | * 2.55 PM | † 7.35 AM | ----- | ----- | ----- | 2.50 PM | ----- |
| LV. OHIOINNATI | * 6.35 PM | 12.10 PM | ----- | ----- | ----- | 4.30 AM | ----- |
| LV. NEW ORLEANS | ----- | 7.30 PM | ----- | ----- | ----- | 8.00 AM | ----- |
| LV. MEMPHIS | ----- | 8.40 PM | ----- | ----- | ----- | 12.45 PM | ----- |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | ----- | ----- | ----- | ----- | ----- |
| LV. DEER PARK HOTEL | ----- | ----- | 10.25 AM | ----- | ----- | ----- | ----- |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 PM |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 PM |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 PM |
| AR. NEW YORK, 230 STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 PM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Buffet Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connelleville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.

No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connelleville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.

BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. ORAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. OPOKEY, Ticket Agent.

BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.

BOSTON, 380 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BARKER, Ticket Agent.

BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.

BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.

BUTLER, PA., Wm. TURNER, Ticket Agent.

CANTON, OHIO, S. S. O. MCGREW, Ticket Agent.

CHESTER, PA., J. B. WINTERS, Ticket Agent.

CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 6th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.

CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.

CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.

CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.

CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.

COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.

CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.

COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.

DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.

DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.

HARPER'S FERRY, W. VA., ———— Traveling Passenger Agent.

KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.

LORAIN, OHIO, O. A. MELIN, Ticket Agent.

LOS ANGELES, CAL., 109-110 Stinson Block, PETER HARVEY, Pacific Coast Agent.

LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. OMONE, Ticket Agent.

MANSFIELD, OHIO, C. W. JONES, Ticket Agent.

MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.

MASSILLON, OHIO, W. H. RUCH, Ticket Agent.

NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.

NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.

NEW CASTLE, PA., R. L. TURNER, Ticket Agent.

NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1800 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.

NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.

PARKERSBURG, W. VA., J. MC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent.

PHILADELPHIA, 884 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; O. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3862 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1145 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARKER, Ticket Agent.

PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 408-57 6th Avenue, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.

SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.

SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.

SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.

ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.

ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.

TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.

VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.

WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and C Street, S. E. EASTBURN, Ticket Agent.

WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.

WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.

WINCHESTER, VA., T. B. PATTON, Ticket Agent.

YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.

ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.

EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 21 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

| | |
|--|--|
| <p>C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.</p> | <p>B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.</p> |
| <p>D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.</p> | |
| <p>GENERAL OFFICES: MARYLAND TRUST BUILDING.</p> | |

CONGRESS IN SESSION

Baltimore & Ohio

Between

Chicago

and

Washington

All Trains via **WASHINGTON**

With Stop-over Privileges

..

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

..

Between

Cleveland

and

Washington

Solid vestibuled trains with Through Pullman Buffet Drawing-room Sleeping Cars, daily.

. ..

Between

Pittsburg

and

Washington

Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

..

Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.

..

THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capital of the United States





FROM
CHICAGO

Grand Central Station
FIFTH AVENUE and HARRISON STREET

EFFECTIVE NOVEMBER 19, 1905

DAILY

No. 8

Leave 10.40 am

**NEWARK
COLUMBUS
WHEELING
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
AKRON (R.
Sun.)
CLEVELAND (R.
Sun.)
YOUNGSTOWN (R.
Sun.)**

Through Coaches
Drawing-room
Sleeping Cars
New York
Dining Cars

RETURNING

No. 7

Arrive 5.30 pm

DAILY

No. 6

Leave 5.00 pm

**AKRON
YOUNGSTOWN
PITTSBURG
CONNELLSVILLE
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

Through Coaches
Drawing-room
Sleeping Cars
Pittsburg
New York
Observation Parlor
Cars
Dining Cars

RETURNING

No. 5

Arrive 9.00 am

DAILY

No. 14

Leave 8.30 pm

**AKRON
CLEVELAND
YOUNGSTOWN
PITTSBURG
COLUMBUS
WHEELING
CONNELLSVILLE
CUMBERLAND**

Immediate connections Baltimore and New York
Through Coaches
Drawing-room
Buffet Sleeper
Cleveland, Pittsburg and Wheeling
Buffet Parlor Car
Pittsburg and Cumberland

RETURNING

No. 15

Arrive 7.40 am



Through Street Car Service

BETWEEN

23d Street Terminal

AND

Grand Central Station

NEW YORK CITY

The traveling public will be pleased to know of the inauguration of a new line of through street cars between the new 23d Street Terminal of the Baltimore & Ohio Railroad at New York City and the Grand Central Station of the New York Central and New York, New Haven & Hartford Railroad, avoiding any perplexity or fear of expensive transfer between these stations.

Cars are run without change from 7.30 a. m. to 7.00 p. m. on a four-minute headway, making the distance between stations in twenty minutes. Fare, 5 cents.

Cars run via West 23d Street and Fourth Avenue.

See map of New York City on second cover page.

CONGRESS IN SESSION

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1906

LEAVING BOSTON

January . . . 12 February . . . 23 April . . . 13
January . . . 20 March . . . 9 April . . . 27
February . . . 8 March . . . 23 May . . . 11
Leaving New York following day

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

January . . 11 March . . . 1 April . . . 26
January . . 25 March . . . 15 May . . . 10
February . 10 April . . . 10

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE. TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA

Old Point Comfort

Special Tours

FROM

BOSTON

**February 16 March - 16
March - 2 April - 6**

FROM

**NEW YORK AND
PHILADELPHIA**

**February 17 March - 17
March - 3 April - 7**

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

FLORIDA

Special Tours

**January 30
February 13
February 27
1906**

FROM

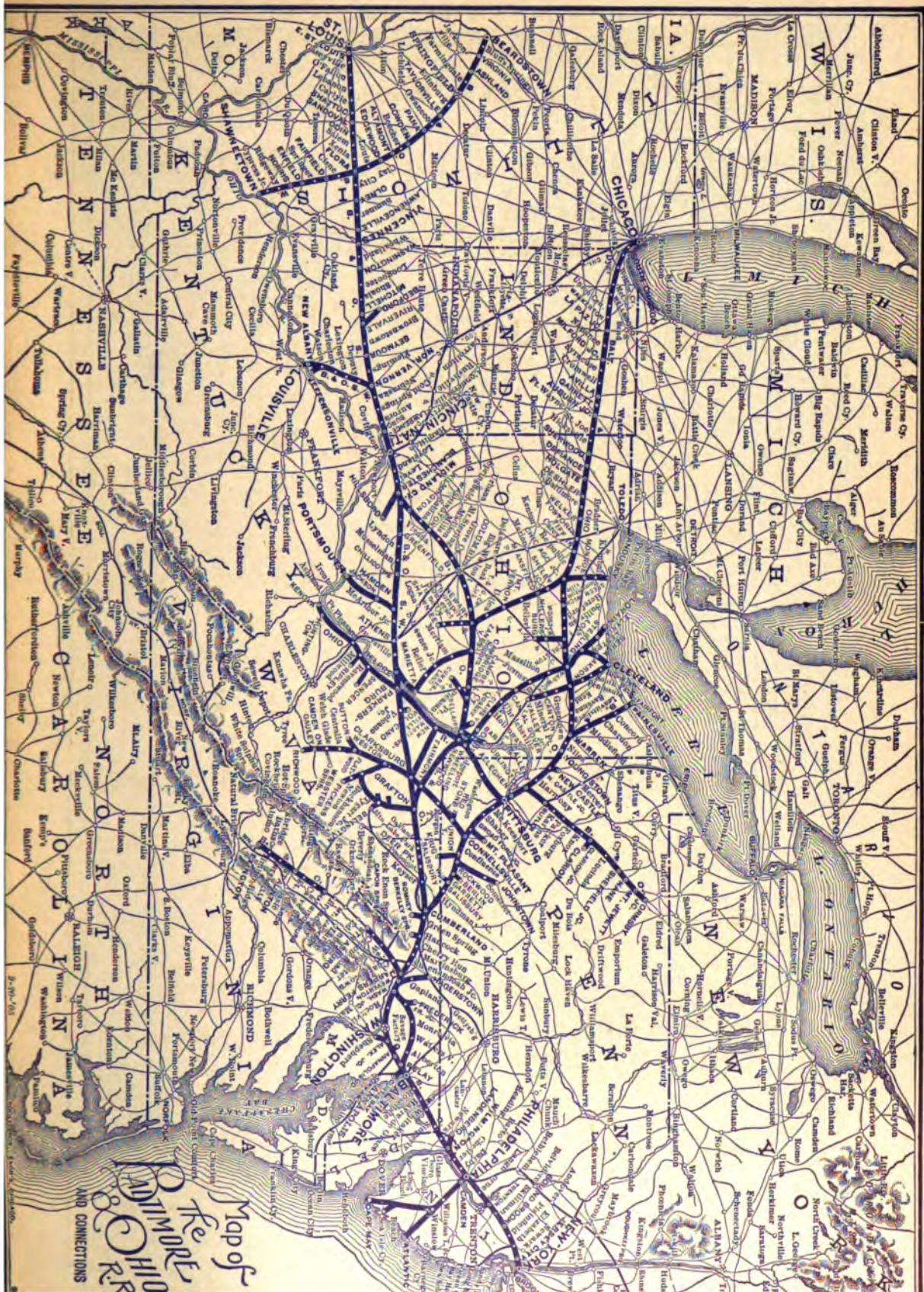
**New York Philadelphia
Baltimore Pittsburg
...Wheeling...**

From Boston Preceding Day

VERY LOW RATES

**For Detailed Information
call at Ticket Offices**

Baltimore & Ohio R. R.



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | 1 | 2 | 3 | .. | .. | .. | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | .. | .. | .. | .. | .. |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | .. |

| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 13 | 14 | 15 | 16 | 17 | 18 | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 20 | 21 | 22 | 23 | 24 | 25 | |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 27 | 28 | 29 | 30 | 31 | .. | .. | 24 | 25 | 26 | 27 | 28 | 29 | 30 | .. | .. | .. | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. |

| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 16 | 17 | 18 | 19 | 20 | 21 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | |
| 28 | 29 | 30 | .. | .. | .. | .. | 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | 23 | 24 | 25 | 26 | 27 | 28 | 29 |

ROYAL BLUE TRAINS

D.B. MARTIN
MANAGER PASSENGER TRAFFIC
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF

THE

ROYAL BLUE

SPECIAL NUMBER

TWO YEARS AFTER

The Great Fire of Baltimore,

FEBRUARY, 1904-1906

Short Sketch of the Fire and Rebuilding Operations,
with Illustrations from Photographs Taken
Immediately After the Fire and from
the Same Locations Exactly
Two Years After.

PRICE 5 CENTS.

50 CENTS PER YEAR.

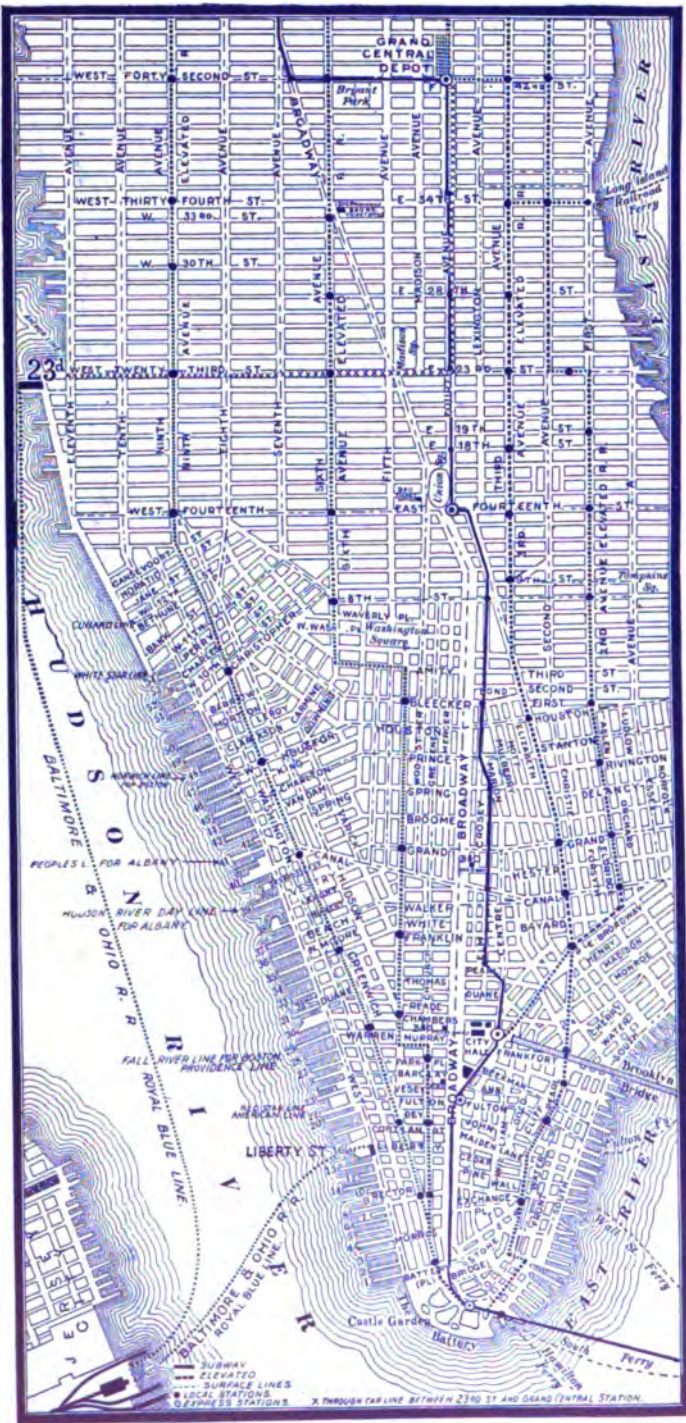
ALL TRAINS VIA WASHINGTON

BALTIMORE & OHIO R.R.

STOP-OVER PRIVILEGE

23d St.

The New Baltimore & Ohio “Up-Town” Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date Map showing Subway, Surface and Elevated Railways in New York City



ALL TRAINS VIA WASHINGTON

WITH STOP-OVER PRIVILEGE

CHICAGO and BALTIMORE

There are two routes.
One via Pittsburg and the other via Newark, Ohio.
Shortest Route; no change of cars of any kind,
either way.
Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

PITTSBURG and BALTIMORE

Three solid vestibuled trains each way, daily.
Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

ST. LOUIS LOUISVILLE CINCINNATI and BALTIMORE

Three solid vestibuled trains each way, daily.
Pullman Drawing-room Sleeping Cars, Wide-vestibuled Coaches, Unexcelled Dining Car service.
No change of cars.

WASHINGTON and BALTIMORE

Express trains "Every Hour on the Hour" in both directions with Pullman service.

NEW YORK PHILADELPHIA and BALTIMORE

Famous Royal Blue service every two hours. The famous "Royal Limited" is among the series.



NEW GENERAL OFFICE BUILDING OF THE BALTIMORE & OHIO RAILROAD COMPANY AT BALTIMORE.
REPLACING THE ONE DESTROYED IN THE GREAT FIRE OF 1904, NOW NEARING COMPLETION.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, FEBRUARY, 1906.

No. 5.

TWO YEARS AFTER.

BY H. W. ATKINSON.

A municipal object lesson afforded by the City of Baltimore in rebuilding operations in the two years following the great conflagration. The greatest record of reconstruction in history.

ON Sunday morning, February 7, 1904, at twelve minutes before eleven o'clock, the thermostat alarm connected with the six-story brick building occupied by J. E. Hurst & Co., as a wholesale dry goods and notion house, at German Street, Liberty Street and Hopkins Place, Baltimore, Md., sounded an alarm of fire. The city fire-chief engineer reported as follows: "On entering the building the fire was discovered in the basement. As the men descended the stairs the daylight seemed to fade away, caused by the downpour of smoke through the elevator shaft, and immediately there was an explosion, the impact of which was upward and outward. The time between the receipt of the alarm and the explosion was about five minutes. The roof was lifted and every window light above the first floor was broken and flames shot out with a loud whistling noise. The concussion broke the windows in all the surrounding property and heavy brands of fire were carried from the Hurst Building to the adjoining property and at once seven buildings were burning fiercely. The wind at this time was blowing twelve miles an hour from the southwest and the streets here were thirty-five and forty feet wide. Brands of fire began to be blown several squares away setting fire to rubbish in yards and awnings, the flames of which immediately entered broken windows, made so by the intense heat and the explosion of a box containing powder nearly opposite the Hurst Building."

It being Sunday and in a commercial district, there was no one to look after the numerous incipient fires. The fire followed the direction of the wind, which remained from the southwest until eleven o'clock at night when it changed to almost due west, and at noon on Monday changed to northwest. So great was the wind and the vacuum caused by the heat, that deluge streams were torn to fragments and could not reach the second stories. The conflagration raged until half past eleven Monday morning, February 8, in which time it had traveled over about 140 acres of ground and destroyed eighty-six blocks, containing 1,526 buildings and four lumber yards, the estimated value of which was about \$70,000,000, and the approximate insurance paid on the same being \$29,221,851.51.

It was realized within thirty minutes after the first alarm that the fire was beyond the control of the Baltimore fire department and neighboring cities were called on for assistance, which was promptly and gladly given. There were engaged at the fire 460 firemen, twenty-four steam engines, eight hook and ladder trucks, one fire boat and one police boat, all belonging to Baltimore; there were also 771 firemen, thirty-three steam engines, two hose companies and one hook and ladder truck from other cities and towns. There were about 70,000,000 gallons of water used. During the twenty-four hours of the fire, although great risks were taken by the firemen, no lives were lost nor bones broken, but the Baltimore fire department lost one steam engine, one hook and



BALTIMORE STREET. LOOKING NORTHEAST FROM CONTINENTAL TRUST BUILDING—FEBRUARY, 1906.

ladder truck and about 30,000 feet of hose. In addition to sending over a large part of their fire apparatus, the city of Philadelphia also sent over a battalion of police to aid the Baltimore police department in preserving order, and they remained on duty until the local militia were called out and the city, within the territory of the burnt district, placed under martial law.

Before the fire was fairly out, plans were set on foot to turn what appeared to be a great calamity into what it is confidently hoped will be a lasting benefit to the city. An advisory committee was called together by the Mayor for a consultation as to what should be done. The result of their deliberations was the appointment of a Burnt District Commission to carry out a system of street and wharf improvements recommended by them. The committee was legalized by an act of the legislature, was appointed on March 11, 1904, and organized the following day.

As soon as insurance matters could be adjusted the first necessity was the removal of the debris. The Baltimore & Ohio Railroad Company, with its tracks through the burnt district, promptly came forward with an offer to remove this debris, and temporary tracks were laid down and thousands of carloads of bricks and mortar were hauled away.

A \$6,000,000 dock loan was authorized in addition to \$4,222,000 surplus which the city already had on hand, resulting from the sale of its interest in the Western Maryland R. R. This entire sum, \$10,222,000, was placed at the disposal of the Burnt District Commission to make the improvements already recommended and others that might be thought proper. There are in all fifteen street widenings including Light Street from Pratt to Lee; this latter property was not destroyed in the fire, but the widening of other streets demonstrated anew the necessity for this improvement.

Generous offers of assistance poured in from every direction which the city authorities gratefully acknowledged but declined. The fire being in the commercial district, the number of families losing their homes was not large, but in order to take care of any destitution that had resulted, the State of Maryland authorized any part of a fund of \$250,000 for the relief of such necessities. The administering of this fund was



BALTIMORE STREET, LOOKING WEST FROM CHARLES STREET—FEBRUARY, 1906.

put into the hands of a Citizens' Relief Committee, who, after full investigation of each case, expended \$23,212.39. Of course, this amount does not represent all the money spent for fire sufferers, many contributions being made by citizens privately.

But two years have passed since the great conflagration, but the phenomenal strides taken in rebuilding the city within that short time have far exceeded the sanguine hopes of the most optimistic citizen and established a precedent for the world.

Here are the results that have been accomplished. Of the 1,526 buildings destroyed, 1,343 were on the tax books for \$12,908,300, the remainder being small out-houses and sheds not directly taxed. Allowing for the space used in street widenings, street openings and for the docks and the larger size of the buildings being erected, it is estimated that the number of the buildings in the burnt district, when entirely completed, will be about 800. So far 615 permits have been issued, representing buildings upon which the Appeal Tax Court have placed a valuation of about \$20,000,000. It is interesting to note that the first permit for a building in the burnt district was issued in March immediately following the fire.

The tax assessment on land in the burnt district has increased from \$3,000,000 at the time of the fire to about \$9,000,000. The fire in its course destroyed almost the entire financial district; and the banks, and corporations and firms doing business in that district were forced to seek quarters elsewhere. To-day all of the banks have returned with the exception of three whose buildings will be completed within the next two or three months; and the large office buildings, all of which were destroyed, have been restored and are now tenanted. The Baltimore Chamber of Commerce returned to its new building on November 20, 1905. Among the buildings destroyed in the fire was the Baltimore & Ohio Central Building at Baltimore and Calvert Streets. The management had been for some time considering the enlargement of the old building, which had become so overcrowded that adjoining buildings and floors of nearby office buildings had been leased to take care of the army of officers and employees, and after the fire efforts were made to secure a larger ground area upon which to put up a modern office building.



LIGHT STREET, LOOKING NORTH FROM WHARF. THIS STREET WAS ONE GREATLY BENEFITED BY WIDENING.

This land was eventually secured at the northwest corner of Charles and Baltimore Streets, in the very center of the city, where a magnificent building is in course of construction and will be completed about the first of July, this year. This building will cost \$1,500,000, and will be the largest office building in Baltimore and perhaps the largest and best equipped building to be used entirely for railroad purposes in the country.

The population of the city in 1904 was 541,000; in 1905 it was 550,000, and the census the Police Department is now making for the use of the Health Department and for consideration in the construction of the new sewers, it is thought, will show a population of 560,000.

The direct result of the fire has been the authorization by the people of the following loans—\$6,000,000 dock loan, \$10,000,000 sewer loan, \$2,000,000 annex improvement loan, \$10,000,000 park loan, all of which are available. There are now before the present legislature and to be presented the following—\$5,000,000 paving loan, \$6,000,000 water improvement loan, \$1,000,000 for schools, \$1,000,000 for fire houses and \$1,000,000 additional for parks.

The fire has also brought before the authorities the urgent need of new building laws, and a code comprising the best of the building laws of the principal cities of this country and Europe is being prepared and will be presented to the city council for approval early in February.

The legal obstructions in the way of the building of the public wharves or docks have been removed and specifications have been sent out for bids to be filed on February 7 (the anniversary) for the construction of Piers 1, 2 and 3. The building of these piers is to be under the supervision of the harbor board, and they will be constructed so as to be strong enough to bear any kind of warehouse or other building that can be erected within the building laws. The matter of allotment of space on these docks is now before the Board of Estimates, and there are applications for space three times that available. The Baltimore & Ohio Railroad Company has asked for all of Pier No. 2, which is to be located at the foot of Commerce Street.



GERMAN STREET, WEST OF CHARLES STREET, LOOKING NORTHEAST—FEBRUARY, 1906.

In regard to the sewerage loan, the work of the commission appointed under this act is well under way, and the sewers when completed will be self-supporting. This can be assured from the fact that the rentals returned on the conduits constructed by the Electrical Subway Commission is now paying the city six per cent on the investment.

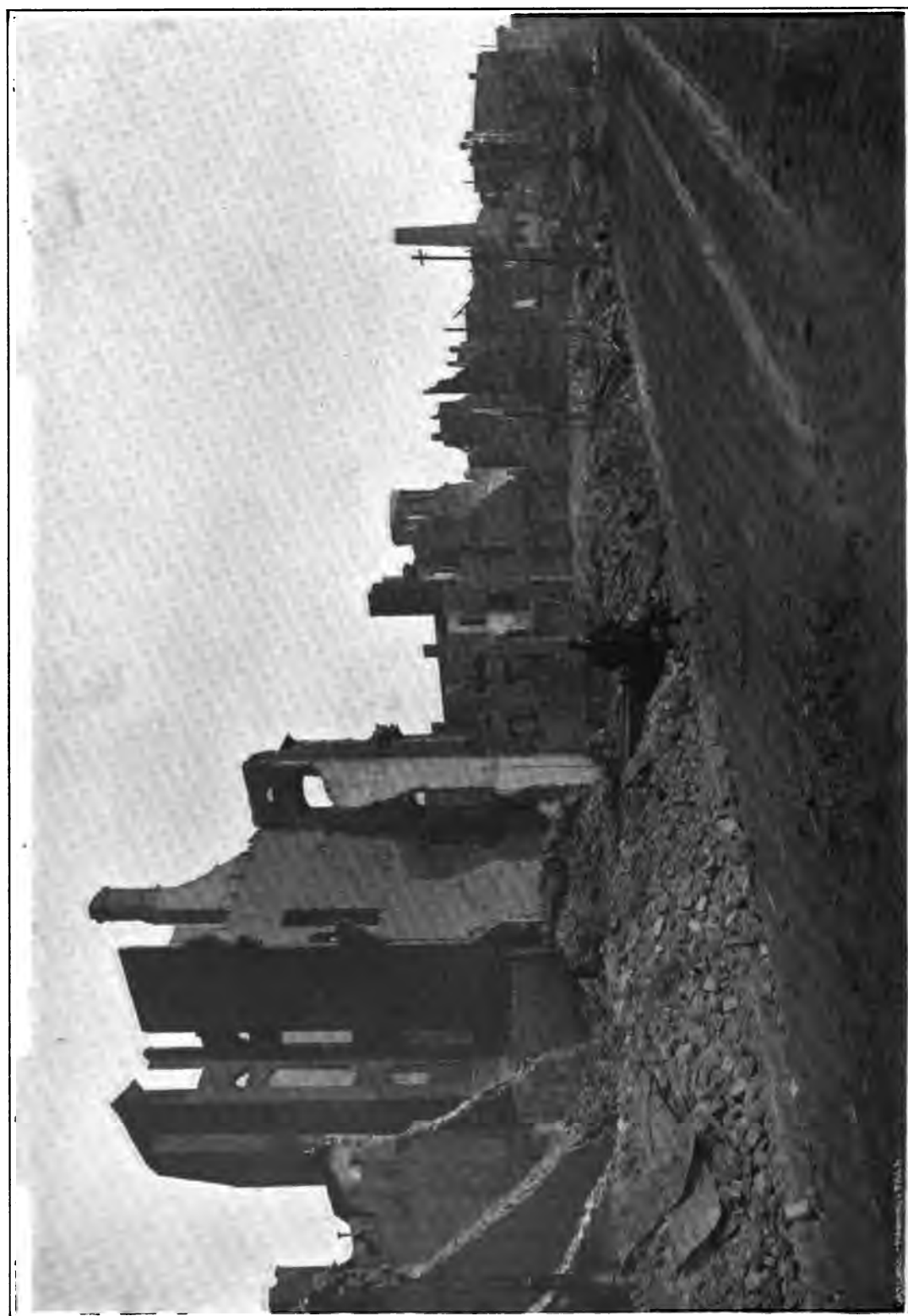
The amount to be expended for the park system will not require any increase in taxation, for the reason that the receipts from what is known as the park tax, paid by the street railways, will be ample to pay interest and to allow for a sinking fund.

The high character of the buildings being erected in the burnt district has brought about building activity in other parts of the city, and a number of handsome apartment houses and office buildings are being constructed outside of the burnt district. The building of the Maryland Institute Schools of Art and Design was destroyed in the fire. Through a gift a large tract of ground has been secured on Mt. Royal Avenue in the residential district, upon which is now being erected a handsome building for the use of the art schools.

The modernizing of the city has attracted to it a number of manufacturing concerns, and the traffic of the railroads has grown so largely that the facilities have been taxed beyond their capacity. The Baltimore & Ohio Railroad Company has largely increased its storage and track facilities at Camden Station, Fell Street Station and Locust Point, and other large improvements are contemplated.

Gas, electric light and power companies are providing larger power plants to take care of their increased business.

Thus Baltimore has accomplished within the short space of two years what many thought at the time of the fire would take years to accomplish. While large sums have been authorized for public improvements, more than two-thirds of the amount will go into improvements that will be self-supporting, and the increased value of property, with its increase in the taxable basis, will more than take care of the remainder. There can be no doubt that public improvements of the character of those already provided for and contemplated for Baltimore, must in time repay any reasonable outlay.



Where Baltimore Lunched.

Church of the Messiah.



LOOKING EAST ON BALTIMORE STREET FROM CORNER OF SOUTH STREET - FEBRUARY, 1906.



Baltimore "American."

Continental Trust.

Baltimore & Ohio Central Building.

LOOKING WEST ON BALTIMORE STREET FROM NORTH STREET—FEBRUARY, 1904



Baltimore "American."

New B. & O. Office Building

Mariand Casvelly Building

LOOKING WEST ON BALTIMORE STREET FROM HOLIDAY STREET (ONE BLOCK EAST OF NORTH STREET) - FEBRUARY, 1908.



Carrollton Hotel.

International Trust,
Baltimore News.

Adams Express,
The Jewelry District.

Bank of Baltimore.

Union Trust, Calvert Building,
O. & P. Telephone Building.



New C. & P. Telephone Building.

New "Sun" Building
in Construction.

New B. & O. Office Building.
Bank of Baltimore.

Union Trust.

FROM CONTINENTAL TRUST BUILDING LOOKING WEST ON BALTIMORE STREET - FEBRUARY, 1906.



Chamber of Commerce.

Power House, Electric
Street Railway.

Farmers & Merchants Bank.

The Great Warehouse District.

Copyright 1900 by the Board of Trade, Chicago, Ill.



New Custom House.

Power House, Electric
Street Railway.

Merchants' Club.

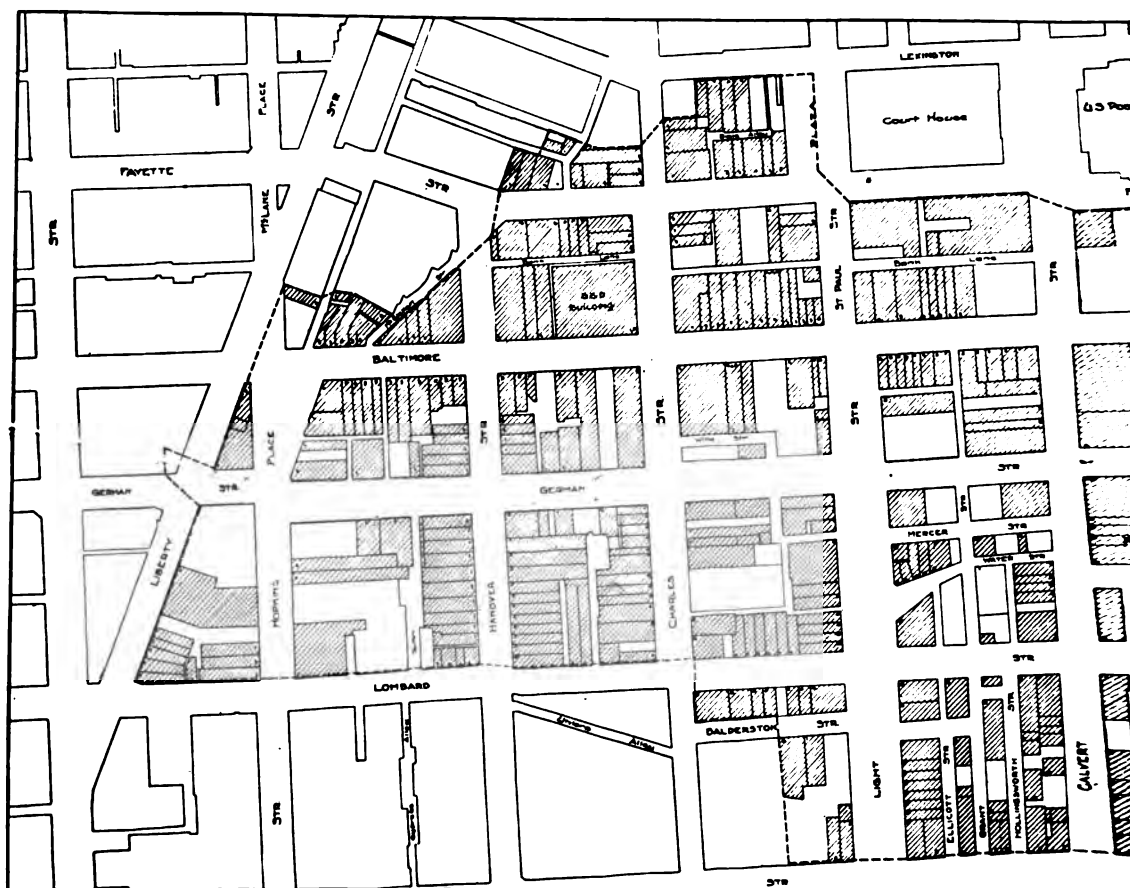
Warehouse District.

Keyser Building.

LOOKING SOUTHEAST FROM CONTINENTAL TRUST BUILDING - FEBRUARY, 1904



THE REBUILDING OF BALTIMORE. PHOTOGRAPH OF A PORTION OF

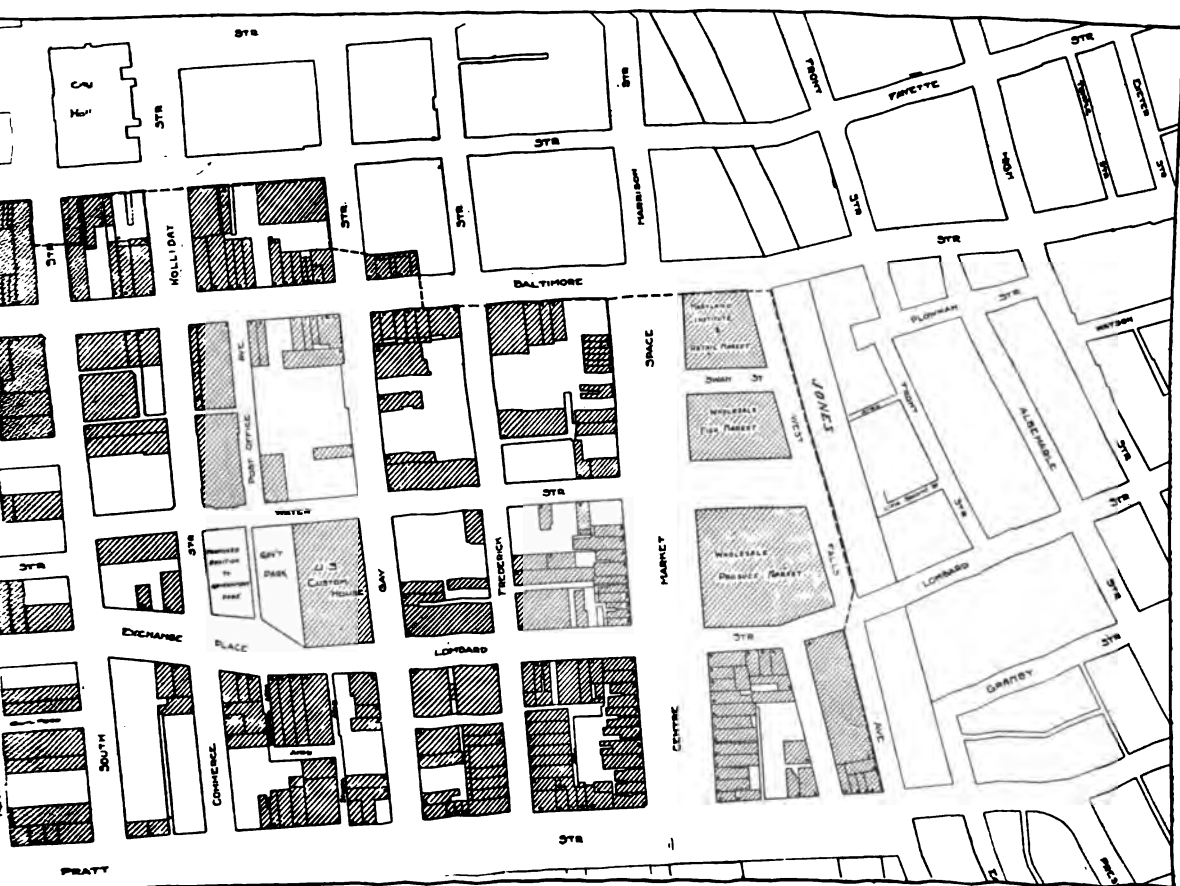


STATEMENT DECEMBER 31, 1905.
 Space available for rebuilding purposes, . . . 2,045,000 square feet
 Area of rebuilt ground floor space, . . . 1,477,000 square feet
 Percentage rebuilt in two years, 72 per cent.

MAP OF THE BURNT DISTRICT



DISTRICT SWEEPED BY FIRE ON FEBRUARY 7, 1904. TAKEN OCTOBER, 1905.



BALTIMORE, EXCLUSIVE OF SITES FOR NEW DOCKS, SHOWING PROGRESS OF BUILDING OPERATIONS.



United States Fidelity & Casualty Co.

Maryland Trust Building.

LOOKING WEST ON GERMAN STREET FROM CALVERT STREET—FEBRUARY, 1904.



U. S. Fidelity & Guaranty Co.
Koyser Building.

Maryland Trust Building,
Title Guaranty & Trust Co.
Merchants' Bank,
Stock Exchange.

National Mechanics Bank.

LOOKING WEST ON GERMAN STREET FROM SOUTH STREET.- FEBRUARY, 1908.



Galvert Building.
C. & P. Telephone Building.
Bank of Baltimore.

Carrollton Hotel.

LOOKING NORTH ON LIGHT STREET FROM GERMAN STREET—FEBRUARY, 1904.



Calvert Building.
Old C. & P. Telephone Building.
Bank of Baltimore.

New C. & P. Telephone Building.

LOOKING NORTH ON LIGHT STREET FROM GERMAN STREET—FEBRUARY, 1903.



New Baltimore & Ohio Building
Cawell Hotel.



American Building. Continental Trust. International Trust. C. & P. Telephone Building. Warehouse District.
 LOOKING SOUTHEAST FROM THE NEW B. & O. BUILDING, AT CHARLES AND BALTIMORE STREETS, OVER THE BURNT DISTRICT.
 ALL BUILDINGS IN THIS VIEW HAVE BEEN BUILT SINCE THE FIRE - FEBRUARY, 1906.



LOOKING SOUTH FROM ELEVATION ON BALTIMORE STREET. THE FIRE COMMENCED IN THE OLD HUNST BUILDING WHICH STOOD IN THE VACANT SPACE
THIS SIDE OF THE MILLER BUILDING. A PORTION OF THE FOUNDATIONS ARE SEEN OVER THE EDGE OF THE ROOF - FEBRUARY, 1908



"News" Building.

Equitable Building.

LOOKING WEST ON FAYETTE STREET FROM THE CITY HALL—FEBRUARY, 1906.

Post Office
Custom House.



O'DONNELL'S WHARF. LOOKING NORTH—FEBRUARY, 1904.



O'DONNELL'S WHARF LOOKING SOUTH—FEBRUARY, 1904.



LOOKING WEST FROM THE POWER HOUSE, PRATT STREET AND O'DONNELL'S WHARF — ALL BUILDINGS ARE NEW — FEBRUARY, 1906.



LOOKING NORTH ON GAY STREET, FROM LOMBARD STREET—FEBRUARY, 1904.



New Custom House.

LOOKING NORTH ON GAY STREET FROM LOMBARD STREET—FEBRUARY, 1906.



LOOKING NORTHWEST FROM FREDERICK AND WATER STREETS—FEBRUARY, 1904.



LOOKING WEST FROM FREDERICK AND WATER STREETS—FEBRUARY, 1906.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 28, 1905 | No. 504 DAILY | No. 528 EXCEPT SUNDAY 8 HOUR | No. 522 SUNDAY | No. 526 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 8 HOUR | No. 506 DAILY | No. 510 DAILY | No. 548 DAILY | No. 512 DAILY | |
|--|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|-------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM | |
| LV. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 | ----- |
| LV. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 | ----- |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 | ----- |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 | ----- |
| AR. NEW YORK, 230 STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 6.33 | 8.43 | ----- |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 28, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 8 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY | |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|-------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM | |
| LV. NEW YORK, 230 STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 6.50 | 11.50 | ----- |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 | ----- |
| LV. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.16 | 6.18 | 8.35 | 9.30 | 3.35 | ----- |
| AR. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.16 | 10.55 | 11.32 | 6.00 | ----- |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 | ----- |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 | ----- |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 8 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 230 STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ----- |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | ----- |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 8.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.16 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| AR. DEER PARK HOTEL | | | | | 6.27 PM | | | LV 5.10 PM |
| AR. PITTSBURG | | | 7.00 AM | | 7.45 PM | | 9.00 AM | 10.00 PM |
| AR. CLEVELAND | | | 12.15 PM | | | | | LV 4.20 PM |
| AR. WHEELING (EASTERN TIME) | | 5.35 AM | | | | | | 9.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | | 8.50 AM | | | | | | 7.40 AM |
| AR. OHIOAGO | | 5.30 PM | | | 9.00 AM | | | |
| AR. CINCINNATI | 8.05 AM | | | 5.35 PM | | 2.35 AM | | |
| AR. INDIANAPOLIS | 10.55 AM | | | 11.50 PM | | 10.55 AM | | |
| AR. LOUISVILLE | 11.50 AM | | | 9.30 PM | | 7.10 AM | | |
| AR. ST. LOUIS | 5.27 PM | | | 7.28 AM | | 1.40 PM | | |
| AR. CHATTANOOGA | 6.15 PM | | | 6.30 AM | | | | |
| AR. MEMPHIS | | | | 8.25 AM | | | | |
| AR. NEW ORLEANS | 8.45 AM | | | | | | | |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| LV. OHIOAGO | | | 5.00 PM | 10.40 AM | | | 8.30 PM |
| LV. COLUMBUS | | | | 7.00 PM | | | |
| LV. WHEELING (EASTERN TIME) | | 5.00 PM | | 12.25 AM | | | 11.35 AM |
| LV. CLEVELAND | | | 11.30 PM | | 8.00 PM | | |
| LV. PITTSBURG | | | 8.00 AM | | 9.30 PM | | |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | | | | * 6.30 PM | 1.15 PM |
| LV. LOUISVILLE | 2.10 PM | 8.10 AM | | | | 9.29 PM | |
| LV. INDIANAPOLIS | * 2.55 PM | 7.35 AM | | | | 4.30 AM | |
| LV. CINCINNATI | * 6.35 PM | 12.10 PM | | | | 8.00 AM | |
| LV. NEW ORLEANS | | 7.30 PM | | | | | |
| LV. MEMPHIS | | 8.40 PM | | | | 12.45 N | |
| LV. CHATTANOOGA | 5.20 AM | 10.25 PM | | | | | |
| LV. DEER PARK HOTEL | | | 10.25 AM | | | | |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 PM |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 PM |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| AR. NEW YORK, 230 STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.

No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

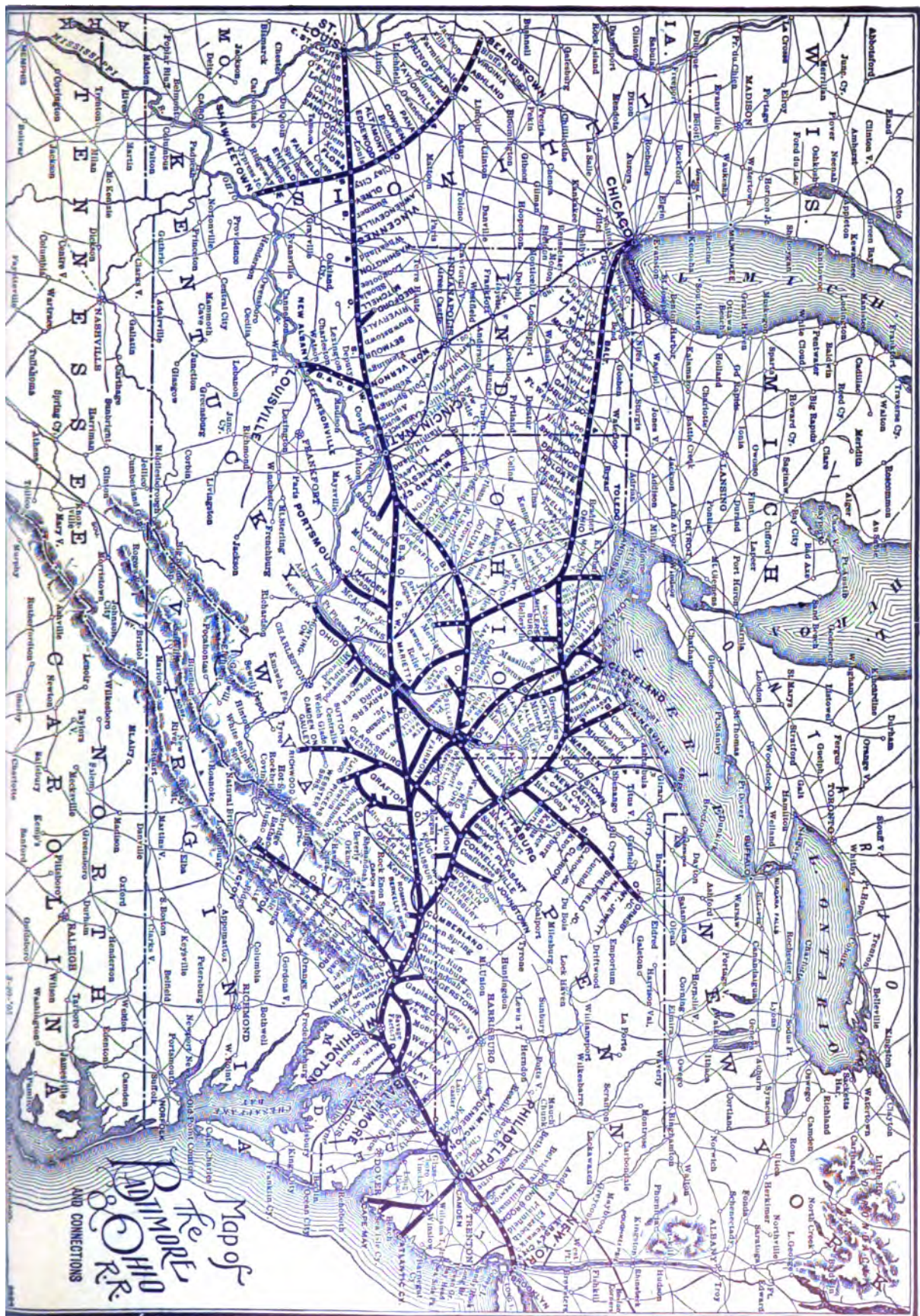
And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. Y., Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. FAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 300 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent. E. E. BARKER, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CINCINNATI, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., ———— Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. O. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOS ANGELES, CAL., 109-110 Stinson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. O'NEAL, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 404 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1800 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OSTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 301 Grand Street, HYMAN WEINER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCCO. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 384 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 306 Market Street, UNION TRANSFER CO., Ticket Agents. 605-5 South 3d Street and 1346 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARKER, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-7 5th Avenue, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 639 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. O. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio E. R., Baltimore, Md.
GENERAL OFFICES: MARYLAND TRUST BUILDING.



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. |
| 28 | 29 | 30 | 31 | .. | .. | .. | 24 | 25 | 26 | 27 | 28 | 29 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. |
| 29 | 30 | .. | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF

THE

ROYAL
BLUE

TABLE OF CONTENTS.

| | Page |
|--|------|
| Arlington—The Nation's Westminster Abbey. By F. J. Young | 1 |
| Harbor Slumber Song. By Victor A. Hermann | 5 |
| The Pneumatic System for Drying and Cooling Grain | 7 |
| "Home Coming." By H. F. Baldwin | 9 |
| "My Old Kentucky Home, Goodnight" | 15 |
| "In Kentucky." Judge Milligan's Famous Poem | 16 |
| Elegy of the Water Wagon. By John Kittredge Palmer | 17 |
| Humor and the Humorist | 18 |
| Stub Ends of Thought (By Arthur G. Lewis) | 21 |
| "Reflection" | |

ILLUSTRATIONS.

| | |
|---|--------------|
| The old R. E. Lee Homestead at Arlington | Frontispiece |
| The New Grain Drier of the B. & O. R. R. at Baltimore | 6 |
| New Armory, Louisville | 8 |
| Henry Watterson, Kentucky's Great Editor | 9 |
| Third and Main Streets, Louisville, in 1850 | 10 |
| Abraham Lincoln; George Rogers Clark | 11 |
| Henry Clay; Daniel Boone | 12 |
| Statue of Henry Clay in the Court House, Louisville, Ky | 13 |
| "Federal Hill" | 14 |

PRICE 5 CENTS.

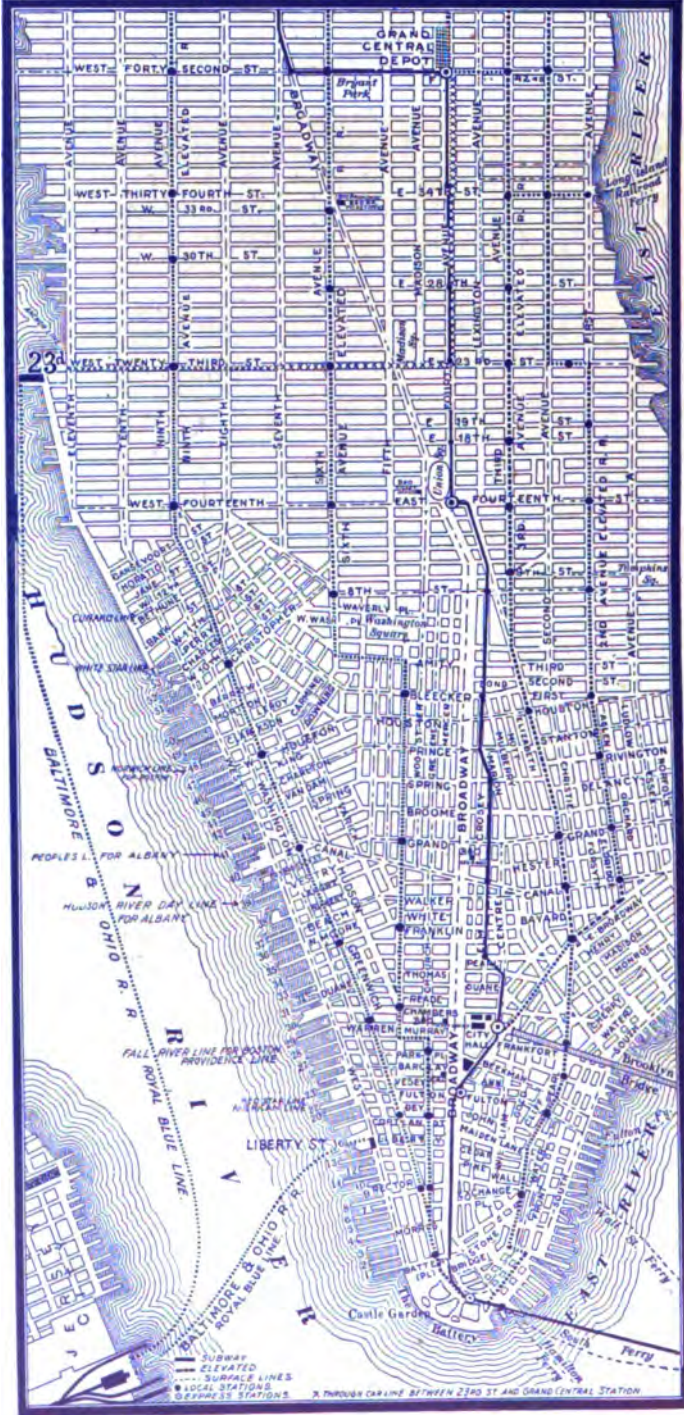
50 CENTS PER YEAR.

BALTIMORE

& OHIO R.R.

23d St.

The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

**Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City**

THE "ROYAL LIMITED"

Finest Day Train in America



**ALL PULLMAN TRAIN RUNNING DAILY BETWEEN
New York, Philadelphia, Baltimore, Washington**

THE "ROYAL LIMITED" FINEST DAY TRAIN IN AMERICA



NO EXTRA FARE OTHER THAN REGULAR PULLMAN CHARGE
Central R. R. of New Jersey Philadelphia & Reading Ry. Baltimore & Ohio R. R.

THE "ROYAL LIMITED"

Finest Day Train in America



Leaves New York at 4 p. m. } RUNNING TIME
Leaves Washington at 3 p. m. } 5 HOURS



THE OLD R. E. LEE HOMESTEAD AT ARLINGTON.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, MARCH, 1906.

No. 6.

ARLINGTON—THE NATION'S WESTMINSTER ABBEY.

BY F. J. YOUNG.

ON the hills of Virginia, 200 feet above the Potomac, fronting and overlooking the river and city, stands the historic mansion, Arlington. Built by the adopted son of George Washington, it is better known of later years as the home which Col. R. E. Lee abandoned in April, 1861, to accept the command of the troops which Virginia was enlisting for the new Confederacy, and as the principal National Cemetery.

In 1669 the tract, of which this estate was a part, comprising 6,000 acres and known as Abingdon, was traded for six hogsheads of tobacco. In 1778 John Parke Custis purchased 1,100 acres, upon one corner of which was a large frame house; two years later he died, and his son, George Washington Parke Custis, inherited the place. In 1802 he built the mansion, modeling the front after a Grecian temple and naming it in honor of the Earl of Arlington, one of the men to whom Charles II had given title to a large portion of the Province of Virginia. This building is of brick, covered with stucco, and the portico, with the great columns supporting it, may be seen from many parts of the city. The main part is sixty feet wide, with wings forty feet each, giving a front of 140 feet. Back of this, in the old plantation style, stand the servants' quarters and kitchen. The large square rooms, with wide passages, show that space was not so much regarded as in the modern city house. Mr. Custis was a genial hospitable man, always delighted when entertaining friends; he called himself a farmer and was interested particularly in raising

sheep, but seems to have had little success. He was something of an artist, and on the walls hung a number of pictures painted by him to illustrate incidents in the life of Washington. Here were also a number of relics of the Revolution, including the sword of Washington, his General's uniform and his camp chest, which had been given by their illustrious owner to his adopted son and namesake. In 1832, Mr. Custis' only daughter married Lieut. R. E. Lee, son of "Light Horse Harry," of Revolutionary fame, and on the death of Mr. Custis in 1857, Mrs. Lee inherited a life interest in the estate, which at her death was to descend to her eldest son. In the early part of 1861, when secession was threatened, and officers of the army and navy were announcing their intentions to "go with their States," such was the desire of the government to avoid any appearance of violence that their resignations were accepted and the amount due each officer was paid in gold. There was much interest in what Lee would do, a Virginian by birth, related to some of the leading families, of high social standing, and holding a colonel's commission, he was regarded as one of the rising men of the army, and his example would undoubtedly decide many others. General Scott, the commander-in-chief, who considered Lee the ablest officer of the service, pleaded with him to cast his lot with the Union, and pointed out the prospect for advancement.

It was known that early in April Lee had been offered high command in the new army and for a time he appeared to hesitate.

When he tendered his resignation many prominent men urged his arrest, but Scott could not be brought to believe that his favorite would actually take up arms against the old flag, but at the worst would remain neutral. However, on April 21, Lee went to Richmond, leaving his family in possession of the homestead, no doubt expecting soon to return at the head of a victorious army and hoist the stars and bars over the capitol. The rights of the States as related to the Nation was the great question of the hour, and it was not thought that the United States would invade Virginia, and Lee supposed his home would be unmolested; but the position, overlooking the city on one side and Virginia on the other, rendered its occupation a military necessity. On May 24, 1861, a company of engineers was sent to take possession; Capt. H. G. Wright, who was in command, three years later led the famous 6th army corps, and is buried near the house. Earth-works were erected and later two of the chain of forts which encircled the city were within its borders, one of them, Fort Whipple, now Fort Myer, is the finest cavalry post in the country.

Mrs. Lee soon followed her husband to Richmond, a few old family servants being left in charge. Camps and hospitals were established and in one part of the grounds a large number of fugitive slaves were gathered. The relics of Washington were removed and after many vicissitudes most of them can now be seen in the National Museum. In 1862 an Act of Congress levied a direct war tax on the States in insurrection, the proportion of Arlington being \$92.07, and no one appearing to pay this, the entire 1,100 acres were sold at auction, the Government being the only bidder.

The Lee family has always claimed that this was virtual if not technical confiscation. Until 1864 the bodies of those dying in the military hospitals in and around the city were taken to the Soldiers' Home Cemetery, about three miles north of the present city limits, for burial, but in that year, on May 24, a confederate officer, dying from wounds, and eight Union soldiers from nearby hospitals were buried at Arlington. In 1865 it was decided to establish a National Cemetery, and the grounds surrounding the mansion were assigned to that purpose, and since that time most of those from the army hospitals have been interred here.

After the war some thousands of dead from the neighboring battlefields of Virginia were removed to that place, and from an abandoned cemetery in Georgetown about eleven bodies of Revolutionary Officers were taken to Arlington; the old flat stones show dates of deaths to have been from 1800 to 1830. In 1877 the son of General Lee, who had inherited the estate at the death of his mother and had entered suit to establish his title and have the tax sale set aside, accepted from the Government \$150,000 for his claim, as he did not desire the place in the condition in which it then was. Originally but a small portion was set aside for burial purposes, but it has been increased from time to time as necessity required, until now 408 acres are inclosed by a stone wall, and on July 1 last, 20,100 interments had been made. The older part, near the mansion, is rolling and lends itself to terracing, and this is the most beautiful and picturesque, as it is the largest, of the eighty-three cemeteries maintained by the Government. Forest trees, cedars and oaks abound, and colonies of native birds and squirrels are in possession, safe from molestation. Great beds of flowers appear in different places; the graves are carefully tended, the grass kept mown, and falling leaves and branches removed. Not far from the house marble monuments mark the graves of Mr. and Mrs. Custis, the parents of Mrs. Lee. The soldiers' graves are in long even lines, those below the rank of officer of uniform size and appearance, bearing the name, regiment and State of the dead soldier. A section is devoted to the colored troops, another to army nurses, and the men of the later wars have a portion allotted them. From Cuba, China and the Philippines they have been brought to rest at home. Here in a long line are the sailors of the ill-fated "Maine" whose bodies were recovered. A portion is set apart for Confederates who died in prison or hospital, and about 400 rest near the men they opposed in life.

"Under the sod and the dew
Waiting the judgment day,
Under the one the blue,
Under the other the gray."

And these graves receive as much care as the others.

The tomb of the unknown, the men who perished alone in the woods or by the wayside, or whose graves were unmarked, is

near the mansion, and bears this inscription, which tells its own story :

Beneath this stone repose the bones of 2,111 unknown soldiers gathered after the war from the fields of Bull Run and the route to the Rappahannock. Their remains could not be identified but their names and deaths are recorded in the archives of their country and its grateful citizens honor them as of their noble army of martyrs.

May they rest in peace.

On a slope toward the river, on a spot selected by himself, is the the grave of the fiery hero of Winchester, on a massive granite block is the single word—Sheridan; near-by is the grave of General "Joe" Wheeler, the veteran of two wars, one against the Union, the later when he wore the double stars of a Major-General in the service of a reunited country. Not far distant lies Admiral Porter, the descendant of a line of naval heroes, himself one of the most distinguished. In the officers' section are many handsome monuments. Noticeable among these is the huge granite block which marks the grave of Gen. Geo. Crook, the wily leader, called by the Indians the Grey Fox. On one side is a large copper plate showing the surrender of Geronimo, the blood-thirsty Apache, who had out-marched or out-generated all pursuers until brought to bay by Crook and his tireless men. The General is shown in campaign uniform surrounded by his staff, among whom is General Chaffee, then a Major, who little dreamed that he would live to lead American troops in China and become commander-in-chief of the United States army. The other side of the block contains the names of battles in which Crook was engaged. At the grave of Lieutenant Dahlgren, the young cavalryman who was killed in 1863 in a raid near Richmond, a black marble pedestal supports the bronze figure of the body as it was found, face upward, uniform overcoat open, cap on head and pistol displayed, and in the sand are horses' hoof-prints. Here under stately shafts are many who forty years ago were leaders of men and whose fame filled the land, as well as others whose laurels were won in later years. A roll call would show Meigs, the great quartermaster-general; Rawlins, Grant's grim chief of staff; Humphreys, the engineer; Liscum, who died at the head of his men in far off China; Lawton, the fearless soldier who served through the Civil War, campaigned for years against the hostile savages, and

was fated to die by a stray Filipino bullet, and many others who were laid to rest with note of bugle, muffled drum and roll of volley, but

"Faded are the golden chevrons,
Vanished all the pomp of war."

They now lie as low as those they led, and the man who carried the musket and rests in the tomb of the unknown is the equal of the corps commander whose grave is marked by a stately shaft of granite or marble. One privilege of rank remains; the wife of an officer may be buried beside her husband, and so far all efforts to allow the same right to the wife of a private has been of no avail. This picturesque spot now devoted to the nation's heroic dead is coveted by others, and recently a movement has been started to allow distinguished civilians to be buried here, but although this has the approval of some high officials it is not believed that Congress will sanction this departure from the original purpose to which it was devoted and thereby rob it of its distinctive character.

A grave is given for soldiers of any of our wars on application being made to the office of the quartermaster-general of the army, and that great organization, the Grand Army of the Republic has arranged that no man with an honorable discharge showing service in the Civil War need be buried in the Potter's field. Congress has provided a fund for the interment of soldiers whose circumstances are such as to make them objects of charity. On being notified of the death of one not attached to the organization here, the G. A. R. officials arrange for a grave at Arlington, a hearse and an escort, and an honorable burial is given. The undertaker renders his bill to the War Department properly certified by those who had charge of the funeral, and if within a specified sum it is paid. Each of the G. A. R. Posts provide hearse and escort for their own members, and a telephone message to the adjutant at Ft. Myer insures a bugler meeting the cortege at the gate, to sound "taps" over the last resting place of one who has made his last march.

Few more mournful sounds are heard than the notes of this call, "lights out"—echoing through the groves of this city of the dead.

A beautiful custom prevails at Ft. Myer, through which the way to the cemetery

leads—the officers meet, face the passing hearse with its flag-draped coffin, and uncover. Iron tablets by the sides of the well-kept drives within the cemetery bear verses of O'Hara's immortal poem, the one nearest the entrance being

"The muffled drum's sad note has beat
The soldiers last tattoo,
No more on life's parade shall meet
The brave and fallen few."

Memorial day is always elaborately observed. On several occasions Presidents have been the speakers, and orators of note embrace the opportunity to address the large and cultured audience which always gathers.

On this day the monument of Sheridan is surmounted by a floral saddle; the tomb

of the unknown dead is elaborately draped with the National colors and many handsome floral pieces, and a dirge is played by the Marine Band. To visit this place and reflect that each of the headstones and monuments which stretch in long lines as far as the eye can reach represents one who died in the storm of battle or from disease or wounds makes one realize something of the meaning of a battle loss of 20,000 men.

From a lofty staff in front of the house the flag, which these quiet sleepers followed and for which thousands of them gave their lives, floats from sunrise until lowered at the boom of the sundown gun at Fort Myer, and in its shadow

"After life's fitful fever they rest well."



HARBOR SLUMBER SONG.

BY VICTOR A. HERMANN.

I came to a ship where the lanterns were swinging.
As she lay in the slips where the sea-craft belong;
And strange did it seem that a woman was singing
Somewhere on her decks and this was the song;

“Over the river the round moon is climbing—
Sleep, little sailor, sleep,
Up in the shadows the watch-bell is chiming—
Sleep, little sailor, sleep.
Child of the deep,—Oh, tiny wave rover,
Thou hast roamed all of the oceans world over
From stormy old Horn to the blue strait of Dover—
Sleep, little sailor, sleep.

“Hark, to the song of the city-walled river,
Sleep, little sailor, sleep,
The throb of the beams and the paddle-wheel’s quiver—
Sleep, little sailor, sleep.
Ribbons of foam are swirling and playing,
Lashing the piers, bubbling, spraying,
Starting the smacks and tow-boats to swaying—
Sleep, little sailor, sleep.

“The ferry horns blare and the pilot bells tinkle,
Sleep, little sailor, sleep,
The green lanterns glow and the red lanterns twinkle —
Sleep, little sailor, sleep.
Sway in thy hammock, a fond hand to shove thee;
Lulled by the sounds in the great town above thee,
And a sea mother’s heart to cherish and love thee —
Sleep, little sailor, sleep.

“But heed to the morn, we leave our safe mooring,
Sleep, little sailor, sleep,
The storm clouds our roof, the wild waves our flooring,
Sleep, little sailor, sleep.
Thou shalt rest with thy hammock in motion,
Guarded each day by a mother’s devotion,
And the Ruler of storm, and the Ruler of ocean,
Sleep, little sailor, sleep.”



THE NEW GRAIN DRIER OF THE BALTIMORE & OHIO RAILROAD AT BALTIMORE.

THE PNEUMATIC SYSTEM FOR DRYING AND COOLING GRAIN.

THE Baltimore & Ohio Railroad have introduced a Hess Pneumatic Grain Drier at Locust Point, Baltimore, in connection with the largest export elevator in that city. The drier has a capacity of from 15,000 to 25,000 bushels per day, the quantity depending upon the condition of the grain and the amount of moisture to be taken out, and has proved of great benefit to shippers and receivers of grain arriving at that port out of condition, as it enables them at slight expense to have such grain put in merchantable condition, thereby saving heavy loss incident to disposing of it locally as off-grade stuff.

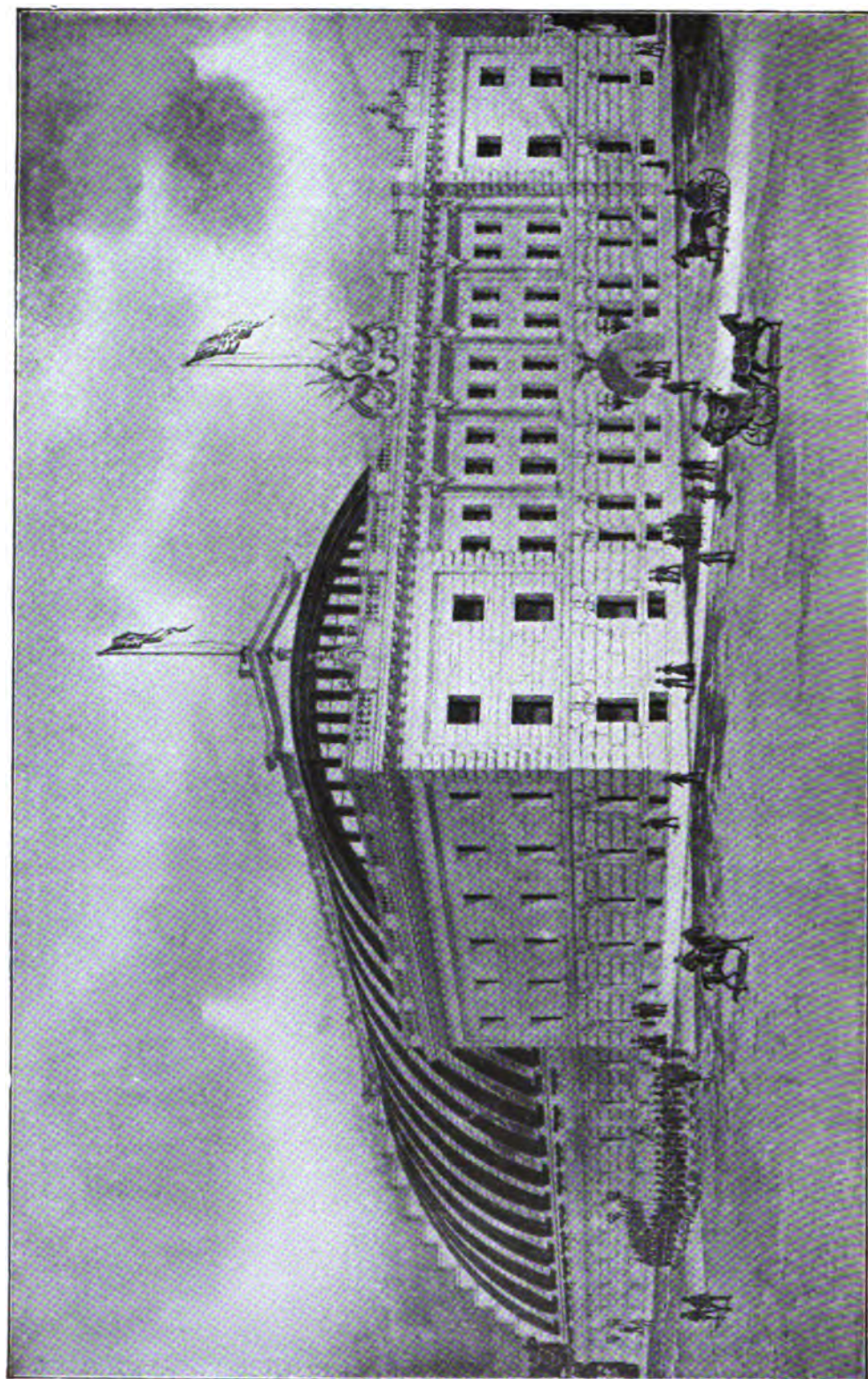
The facilities afforded by the drier for eliminating excess moisture from grain intended for export, materially improves its condition, with corresponding advance in value on arrival abroad, compared with grain needing attention but shipped without the application of the drying process. In the Hess drier, which is well known to the grain trade throughout the country, no chemicals, fumes or germicides are used, simply dry, fresh, pure air, in large quantities. The process is but nature's process applied by man, and in no way affects the germinating, milling or food qualities, nor chemical properties of the grain.

With the knowledge that if his grain on arrival at Locust Point is found to be "rejected" or "no grade," it can be run through the drier and put in merchantable condition at slight expense, provided the grain does not arrive discolored, the mind of the shipper is relieved of the burden of uncertainty and subsequent anxiety as to the outcome of his venture. The benefits that may be derived from the drier are best illustrated by the results of a recent test: A 1,000 bushels of corn, taken from a certain lot, were inspected by the in-

spector of the Baltimore Chamber of Commerce, and pronounced "No. 3 corn." This lot was then run through the drier, and thence into B. & O. elevator "C," where it was passed upon by the same inspector of the Chamber of Commerce and pronounced "mixed corn."

It is interesting to note that prior to the installation of the Hess drier at elevator "C," No. 3 corn frequently sold at a discount of seven to eight cents per bushel, and now experience in handling No. 3 corn has shown that this discount has been reduced to about four cents per bushel, including loss in weight and expense for drying. In fact the Baltimore market for Locust Point corn for the past several weeks has been from three and one-half to three and three-fourth cents per bushel discount. Many shippers have had experience with the work of the Hess drier in other markets and know what the value this facility is to them when located in conjunction with grain elevators. In a manner, it is better than an insurance bond, as, unless the corn arrives in a discolored condition, the corn can be made merchantable and applied on contract by means of the drier, when otherwise the corn would have been subject to the value for local consumption, and not only an uncertain market, but also an increased freight rate when used for domestic use.

In connection with the drier excellent facilities are furnished by the Baltimore & Ohio Railroad Company's grain elevators "B" (capacity 1,200,000 bushels) and "C" (capacity 1,300,000 bushels) at Locust Point, Baltimore, Md., which are situated directly on the water-front; ocean going vessels of great draught being enabled to berth alongside to load cargoes of grain for export.



NEW ARMORY, LOUISVILLE, IN WHICH WILL BE HELD "HOME COMING" MEETINGS IN JUNE.

"HOME COMING."

H. F. BALDWIN, IN THE SOUTHWESTERN'S BOOK.

"How dear to my heart are the scenes of my childhood,
When fond recollections present them to view."

THE man or woman who has not some fond recollections of what the late Bill Nye describes as the "place where he first became acquainted with his parents," is unfortunate indeed.

formed intention of some day going back to the old nest.

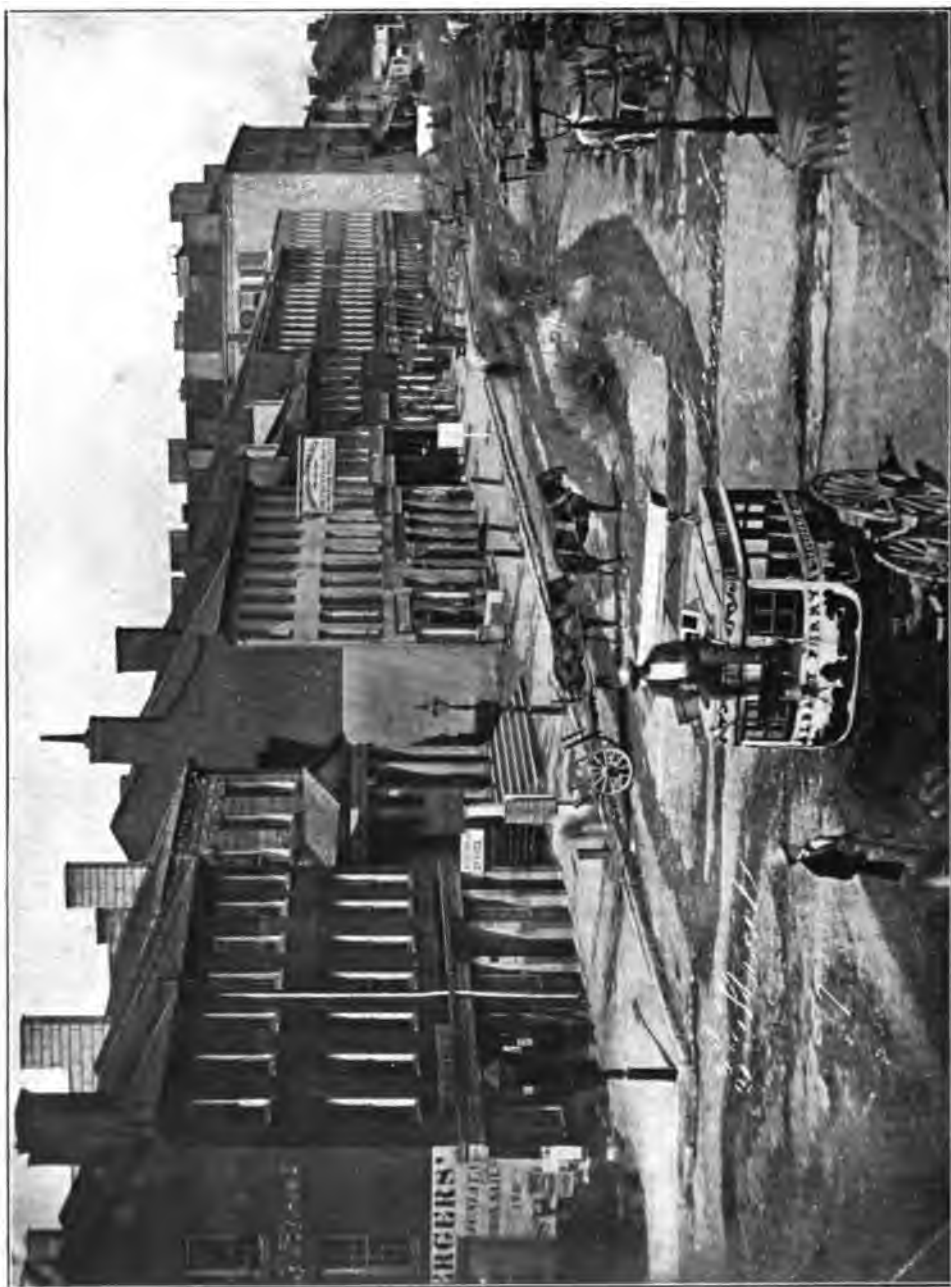
It may be that there is no one there now to welcome us. That kinfolk and friends have all drifted away into the world,



HENRY WATTERSON, KENTUCKY'S GREAT EDITOR.
Who will make welcoming speech at the Kentucky
Home-coming Celebration.

Most of us, no matter how hardly the world has used us, have some tender memories of the place where we spent the morning of life, and there lurks in our hearts a half-

or into that other world from whence there is no return. Some of the old landmarks still remain, however, and perhaps it would be better for all of us to return occasionally



THIRD AND MAIN STREETS, LOUISVILLE, IN 1890.



ABRAHAM LINCOLN.
"Whose name leads all the rest."

and sit under the same old tree and look out over the same old landscape, where we "*dreamed our dream of dreams*," twenty, thirty, forty, a half century or more of years ago, and review those old dreams and hopes.

Some of those hopes may have been realized, some may not, and it may be borne in upon us that "Our unanswered prayers are some times our greatest blessings."

It may be good for us too, to compare those young hopes and plans with those of to-day. Dreams of youth are generally pure and unselfish as compared with those of later life, and a review of those earlier visions show us how far we have wandered from our high ideals in time to return to them before it is too late.

There is another "home coming," a brighter one, where old friends meet, where hands are clasped in a welcoming grasp, where

eyes brighten and hearts warm, old friendships are renewed and new ones are formed, where joy reigns supreme and all shadows are relegated to the background.

The commercial bodies of Louisville, aided by commissions from other parts of Kentucky, have arranged for such a "home coming," the celebration extending over a period of five days, June 13, 14, 15, 16 and 17, and fully 100,000 former Kentuckians are expected to return to their native State and partake of her world-famous hospitality.

The last census shows 600,000 Kentuckians now living in other States.

Once a Kentuckian always a Kentuckian, and proud of the fact, and doubtless as many of the exiled "colonels" and their families will accept the invitation as possible, and embrace this opportunity to



GEORGE ROGERS CLARK.
"The father of the West."



HENRY CLAY.
Statesman and Orator.

once more visit "The Greatest State in the Union, Sah!"

While "My Old Kentucky Home, Good-night," is sung all over the country, Kentucky has particularly appropriated it as her own, and its notes ring out to the exiled Kentuckian, an echo of his cradle song, a voice from his childhood, bidding him back to the old State, to add his quota in doing her honor.

This State *heimweh* sometimes takes very strange forms; a poor little Nantucket bride, transplanted to a western farm, for years wept bitterly every time she saw a cod-fish, and a young man from mountainous West Virginia, forced by circumstances to live in New Orleans, could not go to sleep at night until he went to gaze on the embankment under the Lee monument, as the nearest approach to a hill that New Orleans afforded.

With the former Kentuckian those old weird negro folk-songs, perhaps crooned over him by a black "mammy," are forever a tie to the old State. Sweet they are, with a power over the heart possessed by no other music, but inexpressibly sad, as sad as the life of their author.

To no other musician is this country so much indebted as to Stephen Collins Foster for those folk-songs so peculiarly American. Other ballads rise and fall and are forgotten, but three generations have paused to listen to "Down on the Suwanee River," "My Old Kentucky Home, Good-night," "Old Black Joe," and so on down the list. It is said that Foster caught the inspiration of his music from listening to the negroes singing at their camp meetings. As under stress of camp-meeting fervor no other human beings can reach the height of religious ecstasy



DANIEL BOONE.
Pioneer and Indian Fighter.

to which the colored people can attain, perhaps those darkies did hear and repeat some strains from the angelic choir, which Foster, in turn, caught and crystalized.

For more than forty years Stephen Collins Foster has lain in the grave, practically forgotten. At last, however, an effort is being made to secure for him tardy honors. Starting with the school children of Louisville, a fund is being raised to provide a

statue in bronze of the man whose songs are on all lips and imbedded in all hearts, to be placed in Kentucky's Hall of Fame, the court house at Frankfort, in the company of such distinguished Kentuckians as Abraham Lincoln, Henry Clay, Daniel Boone, David Crocket and many others who have gone forth to reflect fame and credit on themselves and the great State which cradled them.



STATUE OF HENRY CLAY IN THE COURT HOUSE,
LOUISVILLE, KY.



"FEDERAL HILL."
The place which inspired "My Old Kentucky Home."

MY OLD KENTUCKY HOME,

GOOD NIGHT!



The sun shines bright in the old Kentucky home;
Tis Summer and the darkeys are gay,
The corn-top's ripe, and the meadows in the bloom,
While the birds make music all the day.
The young folks run on the little cabin floor;
All merry all happy and bright;
By and by hard times comes a knockin' at the door: -
Then my old Kentucky home, Good Night!

Weep no more my lady;
Oh! weep no more today;
We will sing' one song' for the old Kentucky home,
For the old Kentucky home far away.



They hunt no more for the possum and the coon
On the meadow, the hill and the shore;
They sing' no more, by the glimmer of the moon,
On the bench by the little cabin door.
The day goes by like a shadow o'er the heart;
With sorrow where all was delight;
The time has come when the darkeys have to part; -
Then my old Kentucky home, Good Night.

"IN KENTUCKY."

Judge Milligan's Famous Poem.

(SOUTHWESTERN'S BOOK.)

The moonlight falls the softest
In Kentucky;
The summer days come ofttest
In Kentucky;
Friendship is the strongest,
Love's light glows the longest;
Yet, wrong is always wrongest
In Kentucky.

The sun shines ever brightest
In Kentucky;
The breezes whisper lightest
In Kentucky;
Plain girls are the fewest,
Maidens' eyes the bluest,
Their little hearts are truest
In Kentucky.

The bluegrass waves the bluest
In Kentucky;
Yet bluebloods are the fewest (?)
In Kentucky;
Moonshine is the clearest,
By no means the dearest,
And yet acts the queerest
In Kentucky.

Life's burdens bear the lightest
In Kentucky;
The home fires burn the brightest
In Kentucky;
While players are the keenest,
Cards come out the meanest,
The pocket empties cleanest
In Kentucky.

Orators are the grandest
In Kentucky;
Officials are the blandest
In Kentucky.
Boys are all the fliest,
Danger ever nighest,
And taxes are the highest
In Kentucky.

The dove notes are the saddest
In Kentucky.
The streams dance on the gladdest
In Kentucky.
Hip-pockets are the thickest,
Pistol hands the slickest,
The cylinder turns quickest
In Kentucky.

The song birds are the sweetest
In Kentucky;
The thoroughbreds are the fleetest
In Kentucky;
Mountains tower proudest,
Thunder peals the loudest,
The landscape is the grandest—
And politics—the damnedest
In Kentucky.

ELEGY OF THE WATER WAGON.

BY JOHN KITTREDGE PALMER.

The water wagon wends its weary way—
I climbed aboard it January first—
I sit up here and cuss the fateful day
That once removed me from my lovely thirst.

Full many a gem of purest ray serene
I might have bought with money that I've spent.
But, what's the use? The things which might have been
Are like Joe Weber's horse that "also went."

My doctor said, "I'll tell you what I think,
You've got to cut it out or pass away,
You've got to cut out every form of drink,
Or I'll attend your funeral some day."

I don't desire to die, and so I moaned,
"When does this blessed water wagon start?"
He paid but slight attention as I groaned,
But said, "Well, when it comes, get on the cart!"

Then I assumed a very serious air,
And asked him if he thought there's any use
In being *forced* upon a wagon where
'Twas more than probable the straps were loose.

But yet the wagon plods its weary way,
As slow as lowing herds go o'er the lea.
And all I do is sit up here all day,
Intoning mournful chants: "It's captured me!"

HUMOR AND THE HUMORIST.

TO THE ATHEIST.

BY T. A. DALY IN "CATHOLIC STANDARD."

Say! you gat to hal weeth your talk!
I gatta da troubla my own.
You please me by taka da walk—
I wanta for seet here alone.
Eh? W'at? Yes, I s'pose I am dumb,
An' so you no maka me wise
No matter how moocha you com'
For tryin' to open my eyes.
Jus' s'posa my eyes dey are blind—
So blind like you theenk dem to be—
More beautiful theengs dey can find
Dan wa't you are able to see.
You want I should tal you da sight
I see w'en I seet here alone?
You wanta for see? Alla right,
I geev you my eyes for your own.
Com', look! dere is beautiful girl,
So sweeta, so good an' so true;
Ah! you are a keeng of da worl'
To know dat she smila for you.
Now, see! she is geevin' her han'
Forevra da wifa to be
To "no-good-for-notheenga" man—
Dat no gooda man, eet ees me!
Now— presto!—da peectura change.
Da beautiful girl eesa gon';
Da man ees look olda an' strange
An' he ees jus' settin' alone.
But steel you can see weeth hees eyes,
So blind, like you say, an' so dumb,
An angela up in da skies
Dat smila an' wait teel he com'.
You sneer; you no gatta belief.
You tal me we die an' we be
Like dogs, an' you com' lika thief
For steala my faitha from me.
Eef you go to hal an' be dam,
An' eef wa't I see ees no true
I radder be dumb like I am
Dan wisa beeg foola like you!

THE LITTLE CROSS STREET.

L. H. ROBBINS IN "NEWARK NEWS."

"I hear you're to have a vacation," the broad avenue remarked to the little cross street. It was late at night and the town was still.

"That's putting it charitably," the little cross street replied, "As a matter of fact, I'm to be retired. I'm no good. I'm in the way. I'm what you might call a street beggar, so the Board of Works is going to shove me off the map."

The little cross street had an empty, lonely voice.

"Once," it said, "when we all were new, I was as likely a street as any in town. There wasn't a street in all the town that had more ambition. But I ran crosswise to the current of things. I was built that way, and I could no more change my nature than you can stop the tide of traffic that will flow through you in the morning. You see what I have come to. To-morrow the city will turn me over to the factory yonder, my name

will be forgotten, and that'll be the end of a wasted existence."

"Don't say that," the avenue answered. "You have done a great deal of good in your time, I'm sure. Every street can't be an avenue, you know. Ancient Rome was all avenues, and look what became of her. Washington has more avenues than streets, and nobody can afford to stay there longer than three months in a year. It's the little streets that make a town livable."

"But I might have been great," cried the little street. "Many a famous thoroughfare is no wider than I am. Look at Broadway in New York. Look at the Strand in London. In the beginning were they any better than I? Did they have any more right to attention than I had?"

"My dear little street Arab," said the avenue, "it isn't any special credit to those streets that they are great. They happened to be needed, that's all. They happened to be useful to the life of the world. If you knew what burdens they have to bear perhaps you wouldn't envy them. Think of the thousand little services you have been allowed to do, and then be glad. Wasn't there a block of tenement-houses down your way once?"

"Yes," said the little street, "but it was razed long ago to make room for the factory. I don't like to remember the houses, but I'll never forget the children that lived in them. They used to play on my pavement. It was the only playground they had."

"Children," mused the avenue. "That's a joy I've never known. Children are kept away from me. Their mothers think they might get hurt. Were your children happy?"

"Indeed they were. My! the fun they had! Tipcat, marbles, skipping-rope—from one summer to the next there was something doing. In that one block were fifty happy boys and girls, and that isn't counting the babies that sat on the sidewalk. I loved the babies best of all. Sometimes it was pretty cold for them to be out in the thin clothing they had to wear; but I tried to keep sunny and warm for their sake, and they were happy."

"They are gone now?" asked the avenue.

"Gone, every one of them. We might still be happy together; but a man came along and built a saloon on one of my corners, and that was the beginning of the end."

"I dreaded that saloon. I used to trip men up when they started in, but they went on in. Men who had liked to sit on the doorstep evenings, with their children laughing around them, took to spending their time in the bar-room. Late at night they would stagger out and go home. Then I would hear sounds of blows and weeping, and the police wagon would come. Sometimes, instead of going home, a man would fall and sleep in a gutter, with the curbstone for a pillow. And the children—they paid for it all."

"My little folk went thinner clad. Most of the boys were away all day at work, and I saw them only at night, when they stood under the saloon light smoking cigarettes. The saloon drew them all, men and boys. And many a little girl I've seen go in through the swinging doors with a tin pail in her hand."

"After a while a black wagon began to stop in front of the houses. For a long time after it was gone the children would forget to play. And every time the black wagon passed I missed a little form and a baby voice I loved.

"Then a band of men came, one day four or five years after the saloon was built, and broke down the door of one of the houses. A woman screamed, and children cried, and the men threw the woman's furniture out and nailed a bar across the door. That night a whole family of my little folk slept under the stars, and the next day they went away.

"One by one the others left or were taken away; and by and by the houses had no windowpanes, and tramps slept there. Last of all to go was the saloon man, and I threw him on his face as he went."

The little cross street sighed dustily.

"That's all," it said. "That's my tragedy, or my comedy. I haven't a thing in my history to be proud of, you see."

"But you made the children happy," said the avenue. "That's something, isn't it?"

TO A MINCE PIE.

(A NOCTURNE*)

BY JOHN T. M'GARIGLE IN THE
"BALTIMORE AMERICAN."

Oh, pie, for thee I sigh!
But should I eat thee, then I die!
And in the thought of dying there's regret—
and yet?
There is that yearning that comes to simple
souls—
We who care not for our stomachs, so we our
appetites sate!
Aye, I would eat thee though a thousand demons
tore, and
Racked my internal apparatus until I rolled the
floor o'er and o'er.
I would eat thee, e'en though the doctor's bill
were ten thousand plunks,
(You'll find in me no funks.)
Many's and oft the time you and I, my pie, have
been in close commune,
And, then, when night grew apace and morning
came
How I did shout!
Ah, those were sorry times (those times when
morning came),
But did I not do the same thing o'er again?
Oh, fudge, and, pity 'tis, 'tis true,
Let's have some pie if it's all the same to you!
So far as I can learn, this good old world of ours
Is all there is in life.
What, ho! my man, just let me have that knife!
I'll sink it deep into thy cavernous bosom, rich
with fruit.
What! You'll have no hand! Then see me do it!
Gadzooks, there's no use saying no, I'll have
a piece or bust!
My, just hear my grinders crunching through
the crust.

(*This nocturne was generated through a midnight meeting and confidential relations with a triangular segment of the genus pie guaranteed to produce those things of which dreams are made. It may be added that the nocturne was written in the turn of the night, and did not turn the pie-eater from his wicked ways.)

"JIM HAINES"

A Story which Containeth a Moral, Told in Verse.

BY R. P. E. M'CARDELL.

At Crabtree Switch on Swanton Hill,
Near a tunnel dark and grim,
A jolly "ham" held the day trick down,
A pale youth tall and slim.
He was chief mogul of the place;
An agent, three in one,
Telegraph, ticket and freight man too,
For thirty-five per to run.

With his feet on his desk, he'd read and smoke
Safe in his mountain lair,
While his dingy office would steam and warp
From the heat of the sultry air.
And while he dozed the hot summer's noon,
'Twixt freights and faster trains,
His call C-T unanswered rang—
For they couldn't arouse Jim Haines.

One day this worthy cried out aloud
"No more shall I toil or tick,
I'll join the army and rest awhile,"
So he signed with a sergeant, quick.
And ere had a twelve-month rolled around
He sailed for Manila Bay
With a thousand more from the Golden Gate
Good for a two-years' stay.

But, alas—they learned of his dreadful past—
When he tarried too long at the bar,
So the Signal Corps took another man
For the wire and bluestone jar,
And now Jim Haines pounds out the brass
Where the Ladrone's play hide-and-seek
All night—and sometimes through the day—
In a hut by a caribao creek.

Sometimes he is called from his slumbers deep
(He swears most hyperbolic)
—To tick for a surgeon from Manila town
(When the Colonel's kid has the colic)
And then as he watches the guard room lamp
Gleam through the rice-fields' haze,
He puffs at his half-lit cigarette
And thinks—of other days.

MRS. NAGG AND MR. —

BY ROY L. M'CARDELL IN "NEW YORK WORLD."

You want to go to a beefsteak dinner? Why do you ask me, Mr. Nagg? Do I ever object to your going anywhere? Pray, don't think of me, do not consider me, Mr. Nagg, when you are thinking of having a good time! I do not count! I am of no consequence! Let me sit home and mope, waiting hour after hour for you, wondering where you are, wondering what has become of you, expecting every minute to hear the telephone ring and to get news that you have been run over by an automobile or injured in a brawl or caught in suspicious company. You never think of such things, you do not mind how I worry. You do not care if I am sad and lonely and never have any pleasure in my sad humdrum life, while you are out enjoying yourself with a lot of men when you should be sitting in your own home thinking how to make me happy.

You never think of me, you never want to take me anywhere. Not that I would interfere with your enjoyment, Mr. Nagg. I am too proud for that. I never try to go where I am not wanted, and I know you do not want me. Mabel Ross gives lovely beefsteak dinners, and ladies are present at them, and I suppose this beefsteak dinner is somewhere that other men are only too happy to take their wives to, while you fly around and try to make people believe you are a gay young bachelor. Only men will be present, a lot of good fellows, you say? Oh, Mr. Nagg, it is a pity some of them can't be good fellows around their homes. But no! When they are home they are glum and cranky, and if their wives say a word to them they fly into a temper and rush out of the house and slam the door behind them and have a good time somewhere away from their wives and families. How would you like it if I were to tell you that I was going to a beefsteak dinner with a lot of good fellows? You wouldn't like that, would you? I am good enough to sit at home and mope and get old before my time while you are somewhere with a lot of boon companions telling how you fooled me.

But you do not fool me, Mr. Nagg! You are like all the rest of the men; your wife and home are good enough for you when you are cross and want to say unkind and cutting things to a poor,

unfortunate woman who must bear without a word your petty humors. You are gay enough when you are out of the house, but as soon as you enter that door and I start to ask you a simple question, look how you act!

A day will come, Mr. Nagg, when patience will cease to be a virtue. Amy Galliper was a poor patient soul, and her husband used to come home from beefsteak dinners with a silly grin on his face and sing: "Scatter Seeds of Kindness," and Amy used to tell him it was a pity he didn't scatter a little money, too. Not that he was stingy, but it used to make Mrs. Galliper mad to think that Mr. Galliper didn't make as much money as Mr. Glauber, who owned the brewery, did, and when Mr. Glauber got a separation from his wife Amy Galliper said the poor man was driven to it by a scolding wife and that it all went to show that men do not appreciate a good home.

It is just like you, too, when you see I am happy to come home and tell me you are going off to have a good time at a horrid beefsteak dinner. You won't go, you say? Oh, don't stay home on my account, Mr. Nagg, and then be throwing it up to me all the rest of your life. No, desert your home, don't mind me, and, anyway, I am going to a ladies' theatre party with Mrs. Stryver. Go enjoy yourself; never mind how I sit home alone and unhappy!

A LONG-SUFFERING INDIVIDUAL.

The man who calls trains in the Grand Union Station
Must answer a question or two.

His tongue very seldom can go on vacation,
At least, till his day's work is through.

What time does the train
Get in from Champlain?
Which one do we take
To get to the lake?
Is the "Cannon Ball" late?
Which one is its gate?
Oh, say, do you think
I'll have time for a drink?
And when do we start
For Wellington Mart?
Well, if you don't know,
Why can't you say so?

'Tis these are the questions that pile up vexation
For the man who calls trains in the Grand Union Station.

The man who calls trains must be patient and willing
To all kinds of folks to reply,
Though some of the questioners seem to need killing
And some on good manners are shy.

Say, does my rebate
Expire if I'm late?
Does that train come back
That ran down the track?
I'd like to know why
It's ten cents for pie.
Has that train went yet

That runs to Willimette?
Please, when are we due
In Kalamazoo?
Pray, where can I check
My trunk for Quebec?

'Tis questions like these that they fire in rotation
At the man who calls trains in the Grand Union Station.



Stub Ends of Thought

By ARTHUR G. LEWIS.



GIVING others advice with our own object in view is as dishonest as spending another's money, or stealing another's happiness.

We never really appreciate how bright the sun was until we realize how dark the clouds are.

THERE is no real charity in giving something that we have no use for, or do not want to give.

PROPER discipline consists in positive instructions, based only on positive information and substantiated experience.

HOME life and home influence is the foundation and essential upon which society and civilization is constructed and Christian faith sustained.

MEN measure men largely by an individual standard of what their personal views have found most desirable in manhood.

THE soul and sympathy of motherhood breathes in the life of all primary conditions of existence.

THOSE who depreciate the conditions of misfortune or inferior ability are cowards at heart, and dishonest in character.

Too many women regard love as an obligation or sense of duty and honor, and lose sight of the sentimental side of affection, which is really its sole support.

WHEN fidelity is on the pay roll, lack of loyalty to a person, cause or corporation is an evidence of tacit dishonesty.

LIBERAL views even if founded upon erroneous impressions are preferable to the contracted ignorance of too conservative caution.

ECONOMY and the honesty of living within the circle of our income should be a lesson learned precedent to the Lord's prayer.

How many misguided fools are deceiving themselves, and insulting God, by the half-hearted belief that they can kneel their way into heaven.

LACK of proper appreciation is one of the most certain signs of under-bred depreciation.

No intelligent God ever yet answered a prayer that was prompted only by fear, or founded upon superstition.

MAN needs a sympathetic companion, and what he gets is the solution of what he wants.

MONEY is the servant of most of our laws, and poverty the slave of all of them.

MANY of us condemn right things that we think are wrong and know things are wrong that we parade as right.

THERE is no rational reason to expect fidelity within the circle of confined confidence.

"REFLECTION."

BY ARTHUR G. LEWIS.

It is not always something we have known
On which depends the strength of our belief,
The full blown flowers from seeds that we have sown,
Or the wild oats ripe and rich in autumn's sheaf.
But greater far than these stand out alone,
The faith and hope that lies deep underneath,
Apart from something that has never been,
Yet may find life and feature in the spring,
Which winter fathers in the night of sorrow,
That we may guard his founding of to-morrow.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price, \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE JULY 23, 1905 | No. 504 DAILY | No. 528 EXCEPT SUNDAY 5 HOUR | No. 532 SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 506 DAILY | No. 518 DAILY | No. 540 DAILY | No. 512 DAILY | |
|--|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|-------|
| EASTWARD | | | | | | | | | | | |
| Lv. WASHINGTON | 7.00 AM | 9.00 AM | 9.00 AM | 11.00 AM | 1.00 PM | 3.00 PM | 5.00 PM | 8.00 PM | 11.30 PM | 2.57 AM | ----- |
| Lv. BALTIMORE, CAMDEN STATION | 7.55 AM | 9.50 AM | 9.52 AM | 11.50 AM | 1.55 PM | 3.48 PM | 6.00 PM | 9.00 PM | 12.39 PM | 3.51 AM | ----- |
| Lv. BALTIMORE, MT. ROYAL STATION | 8.00 AM | 9.54 AM | 9.57 AM | 11.54 AM | 1.59 PM | 3.52 PM | 6.05 PM | 9.05 PM | 12.44 PM | 3.55 AM | ----- |
| Ar. PHILADELPHIA | 10.15 AM | 11.52 AM | 12.11 PM | 2.02 PM | 4.05 PM | 5.50 PM | 8.19 PM | 11.45 PM | 3.06 AM | 6.00 AM | ----- |
| Ar. NEW YORK, LIBERTY STREET | 12.35 PM | 2.00 PM | 2.30 PM | 4.15 PM | 6.30 PM | 8.00 PM | 10.40 PM | 8.20 PM | 5.40 AM | 8.32 AM | ----- |
| Ar. NEW YORK, 230 STREET | 12.45 PM | 2.10 PM | 2.40 PM | 4.25 PM | 6.45 PM | 8.10 PM | 10.50 PM | 6.33 PM | 6.33 AM | 8.43 AM | ----- |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE JULY 23, 1905. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 5 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY | |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|-------|
| WESTWARD | | | | | | | | | | |
| Lv. NEW YORK, 230 STREET | 11.50 PM | 7.50 AM | 9.50 AM | 11.50 AM | 1.50 PM | 3.50 PM | 5.50 PM | 8.50 PM | 11.50 PM | ----- |
| Lv. NEW YORK, LIBERTY STREET | 12.15 PM | 8.00 AM | 10.00 AM | 12.00 PM | 2.00 PM | 4.00 PM | 6.00 PM | 7.00 PM | 12.15 PM | ----- |
| Lv. PHILADELPHIA | 7.40 AM | 10.32 AM | 12.30 PM | 2.14 PM | 4.16 PM | 6.18 PM | 8.35 PM | 9.30 PM | 3.35 AM | ----- |
| Ar. BALTIMORE, MT. ROYAL STATION | 9.48 AM | 12.49 PM | 2.43 PM | 4.14 PM | 6.09 PM | 8.16 PM | 10.55 PM | 11.32 PM | 6.00 AM | ----- |
| Ar. BALTIMORE, CAMDEN STATION | 9.52 AM | 12.53 PM | 2.47 PM | 4.18 PM | 6.13 PM | 8.20 PM | 11.00 PM | 11.36 PM | 6.05 AM | ----- |
| Ar. WASHINGTON | 10.50 AM | 1.50 PM | 3.50 PM | 5.20 PM | 7.00 PM | 9.10 PM | 12.10 PM | 12.31 PM | 7.25 AM | ----- |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 3 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|----------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| Lv. NEW YORK, 230 STREET | 9.50 AM | 11.50 AM | 1.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ----- |
| Lv. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | 2.00 PM | 6.00 PM | 12.15 PM | 12.15 PM | 7.00 PM | ----- |
| Lv. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| Lv. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.16 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| Lv. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| Lv. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 PM | 11.00 AM | 10.05 AM | 12.40 PM | ----- |
| Ar. DEER PARK HOTEL | ----- | ----- | 7.00 AM | ----- | 6.27 PM | ----- | ----- | ----- |
| Ar. PITTSBURG | ----- | ----- | 12.15 PM | ----- | 7.45 PM | ----- | 9.00 AM | ----- |
| Ar. CLEVELAND | ----- | 5.35 AM | ----- | ----- | ----- | ----- | ----- | ----- |
| Ar. WHEELING (EASTERN TIME) | ----- | 8.50 AM | ----- | ----- | ----- | ----- | ----- | ----- |
| Ar. COLUMBUS (CENTRAL TIME) | ----- | 5.30 PM | ----- | ----- | 9.00 AM | ----- | ----- | ----- |
| Ar. OHIOAGO | 8.05 AM | ----- | ----- | 5.35 PM | ----- | 2.35 AM | ----- | ----- |
| Ar. OINOINNATI | 10.55 AM | ----- | ----- | 11.50 PM | ----- | 10.55 AM | ----- | ----- |
| Ar. INDIANAPOLIS | 11.50 AM | ----- | ----- | 9.30 PM | ----- | 7.10 PM | ----- | ----- |
| Ar. LOUISVILLE | 5.27 PM | ----- | ----- | 7.28 AM | ----- | 1.40 PM | ----- | ----- |
| Ar. ST. LOUIS | 6.15 PM | ----- | ----- | 8.30 AM | ----- | ----- | ----- | ----- |
| Ar. OHATTANOOGA | 8.45 AM | ----- | ----- | 8.25 AM | ----- | ----- | ----- | ----- |
| Ar. MEMPHIS | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Ar. NEW ORLEANS | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. W Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| Lv. OHIOAGO | ----- | ----- | 5.00 PM | 10.40 AM | ----- | ----- | 8.30 PM |
| Lv. COLUMBUS | ----- | ----- | 7.00 PM | ----- | ----- | ----- | ----- |
| Lv. WHEELING (EASTERN TIME) | ----- | 5.00 PM | ----- | 12.25 AM | ----- | ----- | 11.35 AM |
| Lv. CLEVELAND | ----- | 11.30 PM | ----- | ----- | 3.00 PM | ----- | ----- |
| Lv. PITTSBURG | ----- | 8.00 PM | ----- | ----- | 9.30 PM | 6.30 PM | 1.15 PM |
| Lv. ST. LOUIS | * 9.00 AM | 2.05 AM | ----- | ----- | ----- | 9.29 PM | ----- |
| Lv. LOUISVILLE | * 2.10 PM | 8.10 AM | ----- | ----- | ----- | 2.50 AM | ----- |
| Lv. INDIANAPOLIS | * 2.55 PM | 7.35 AM | ----- | ----- | ----- | 4.30 AM | ----- |
| Lv. OINOINNATI | * 6.35 PM | 12.10 PM | ----- | ----- | ----- | 8.00 AM | ----- |
| Lv. NEW ORLEANS | ----- | 7.30 PM | ----- | ----- | ----- | ----- | ----- |
| Lv. MEMPHIS | ----- | 8.40 PM | ----- | ----- | ----- | ----- | ----- |
| Lv. OHATTANOOGA | 5.20 AM | 10.25 PM | ----- | ----- | ----- | 12.45 PM | ----- |
| Lv. DEER PARK HOTEL | ----- | ----- | 10.25 PM | ----- | ----- | ----- | ----- |
| Lv. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM |
| Ar. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 PM |
| Ar. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| Ar. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 PM | 3.05 PM |
| Ar. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| Ar. NEW YORK, 230 STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526.** Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
- No. 522.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 528.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524.** "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 514.** Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 501.** Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507.** Drawing Room Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527.** Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
- No. 509.** "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
- No. 511.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 515.** Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11.** "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15.** Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
- No. 55.** Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
- No. 10.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12.** "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station.
BELLALIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANW, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 12 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., ————— Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., 109-110 Stimson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. Evans Prosser, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. BUOH, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OSTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 128 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations foot of West 23d Street, and foot of Liberty Street, N. B.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 634 Chestnut Street, BERNARD ASHEY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent. D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 103 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 1936 Market Street, UNION TRANSFER CO., Ticket Agents. 608-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAKKEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-7 5th Avenue, W. A. PRESTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITOH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.

EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: MARYLAND TRUST BUILDING.



LOW RATE —ONE-WAY— COLONIST FARES

TO PRINCIPAL POINTS IN

| | | |
|-------------|-------------------|---------------|
| California, | British Columbia, | Oregon, |
| Arizona, | Montana, | Texas, |
| Colorado, | New Mexico, | South Dakota, |
| Utah, | Washington | |

ON SALE DAILY

—UNTIL—

APRIL 6, 1906

For tickets and full information call on or address Ticket Agents

Baltimore & Ohio Railroad

Baltimore & Ohio

Last Midwinter Excursion

TO

WASHINGTON

March 22, 1906

AT FOLLOWING

VERY LOW RATES

| | |
|--|---------|
| Belpre, O..... | \$10.75 |
| Berkeley Springs, W. Va..... | 3.21 |
| Brunswick, Md..... | 1.49 |
| Buckhannon, W. Va. (via Clarksburg) | 9.50 |
| Buckhannon, W. Va. (via Tygart Junction) | 9.05 |
| Charlestown, W. Va..... | 2.00 |
| Cherry Run, W. Va..... | 2.63 |
| Clarksburg, W. Va..... | 8.30 |
| Cumberland, Md..... | 4.57 |
| Fairmont, W. Va..... | 8.30 |
| Gallipolis, O..... | 12.05 |
| Grafton, W. Va..... | 7.65 |
| Hagerstown, Md..... | 2.31 |
| Hancock, W. Va..... | 2.91 |
| Harper's Ferry, W. Va..... | 1.67 |
| Huntington, W. Va..... | 12.00 |
| Keedysville, Md..... | 1.96 |
| Kenova, W. Va..... | 12.00 |
| Keyser, W. Va..... | 5.30 |
| Mannington, W. Va..... | 8.80 |
| Marietta, O..... | 10.75 |

| | |
|--|---------|
| Martinsburg, W. Va..... | \$ 2.23 |
| Mason City, W. Va..... | 12.00 |
| Morgantown, W. Va. (via Connells-ville or Fairmont)..... | 8.60 |
| New Martinsville, W. Va. (via Clarksburg)..... | 10.70 |
| Oakland, Md..... | 6.20 |
| Parkersburg, W. Va..... | 10.75 |
| Piedmont, W. Va..... | 5.45 |
| Point Pleasant, W. Va..... | 12.00 |
| Ravenswood, W. Va..... | 12.00 |
| Richwood, W. Va..... | 11.95 |
| Romney, W. Va..... | 4.71 |
| Shenandoah Junction, W. Va..... | 1.89 |
| Sistersville, W. Va. (via Moundsville) | 10.75 |
| St. Mary's, W. Va. (via Parkersburg or Moundsville)..... | 10.75 |
| Strasburg Junction, Va..... | 2.85 |
| Washington Junction, Md..... | 1.28 |
| Weston, W. Va..... | 9.05 |
| Williamstown, W. Va..... | 10.75 |
| Winchester, Va..... | 2.70 |

Corresponding Fares from Intermediate Stations

TICKETS GOOD 10 DAYS
INCLUDING DATE OF SALE

Ask Ticket Agents for Particulars



Popular Spring Excursions



TO

WASHINGTON and BALTIMORE

April 2 :: 1906 :: May 3

AT FOLLOWING

VERY LOW RATES

| | | | |
|--------------------------------|---------|-----------------------------|---------|
| *Bellaire, Ohio | \$10.00 | Hyndman, Pa. | \$ 4.95 |
| *Benwood, W. Va. | 10.00 | *Johnstown, Pa. | 7.35 |
| *Benwood Junction, W. Va. | 10.00 | *McKeesport, Pa. | 8.60 |
| Berlin, Pa. | 6.05 | Meyersdale, Pa. | 5.70 |
| Boswell, Pa. | 6.95 | Moundsville, W. Va. | 10.00 |
| *Braddock, Pa. | 8.60 | Mount Pleasant, Pa. | 7.35 |
| *Butler, Pa. | 9.00 | *Parker's Landing, Pa. | 9.95 |
| Cameron, W. Va. | 9.80 | *Pittsburg, Pa. | 9.00 |
| Claysville, Pa. | 10.00 | Rockwood, Pa. | 6.05 |
| Confluence, Pa. | 6.55 | Scott Haven, Pa. | 8.25 |
| *Connellsville, Pa. | 7.35 | Smithfield, Pa. | 7.95 |
| Dawson, Pa. | 7.50 | Somerset, Pa. | 6.30 |
| *Dunbar, Pa. | 7.35 | *Uniontown, Pa. | 7.65 |
| *Everson, Pa. | 7.35 | West Newton, Pa. | 8.05 |
| *Fairchance, Pa. | 7.85 | *Washington, Pa. | 10.00 |
| *Foxburg, Pa. | 10.00 | West Alexander, Pa. | 10.00 |
| Garrett, Pa. | 5.85 | *Wheeling, W. Va. | 10.00 |

* Tickets sold to Washington and Baltimore; other points sell to Washington only.

Corresponding Fares from Intermediate Stations

TICKETS GOOD 10 DAYS
INCLUDING DATE OF SALE

Ask Ticket Agents for Particulars

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1906

LEAVING BOSTON

March . . . 9 April . . . 13 May . . . 11
March . . . 28 April . . . 27
Leaving New York following day

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

March . . . 15 April . . . 10 April . . . 26
May 10

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE. TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Old Point Comfort

Special Tours

FROM

BOSTON

March - 16 April - 6

FROM

**NEW YORK AND
PHILADELPHIA**

March - 17 April - 7

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN

GETTYSBURG

AND

WASHINGTON

Special Tours

FROM

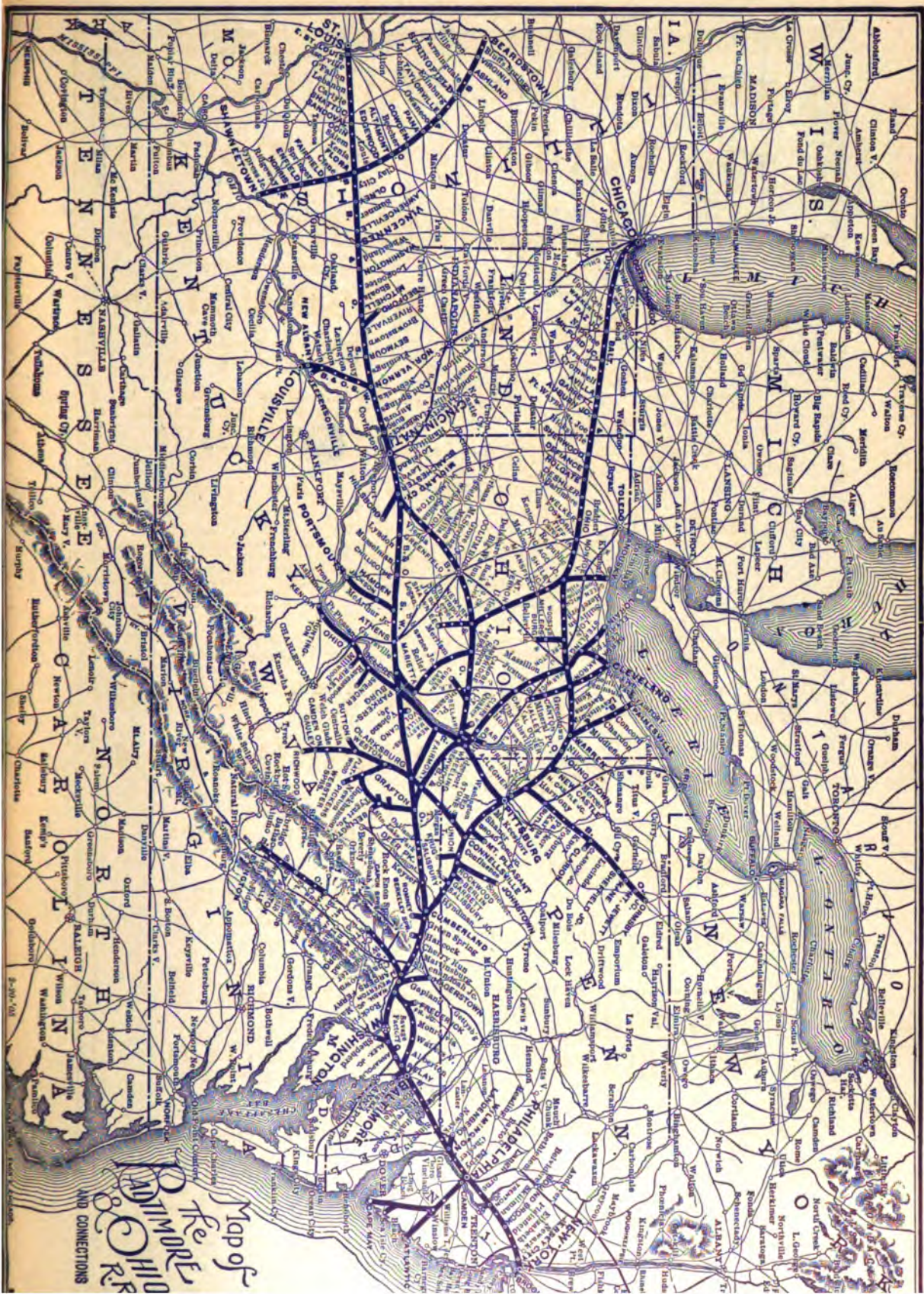
**Boston \$32
May 11. October 5**

**New York \$22
May 12. October 6**

**Philadelphia \$19
May 12. October 6**

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

DETAILS MAY BE HAD OF ROYAL BLUE
LINE TOUR AGENTS NAMED HEREIN



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | .. | .. | .. | .. | .. |

| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | .. | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | .. | .. | .. | .. | .. | .. | .. |
| 27 | 28 | 29 | 30 | 31 | .. | .. | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 29 | 30 | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 30 | .. | .. | .. | .. | .. | .. | 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | .. | 30 | 31 | .. | .. | .. | .. |

ROYAL BLUE GRAINS

D.B. MARTIN.
MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

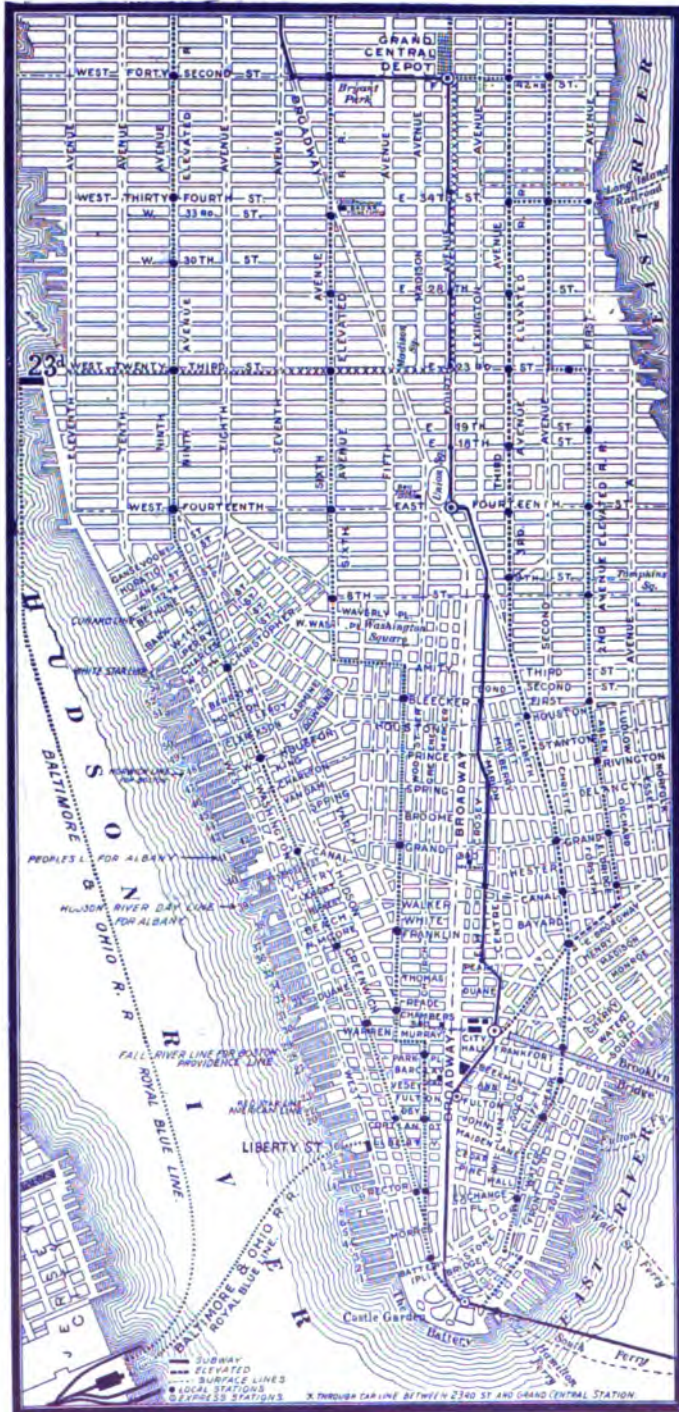
ROYAL BLUE



BALTIMORE VIA WASHINGTON
& OHIO R.R.



23d St. The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

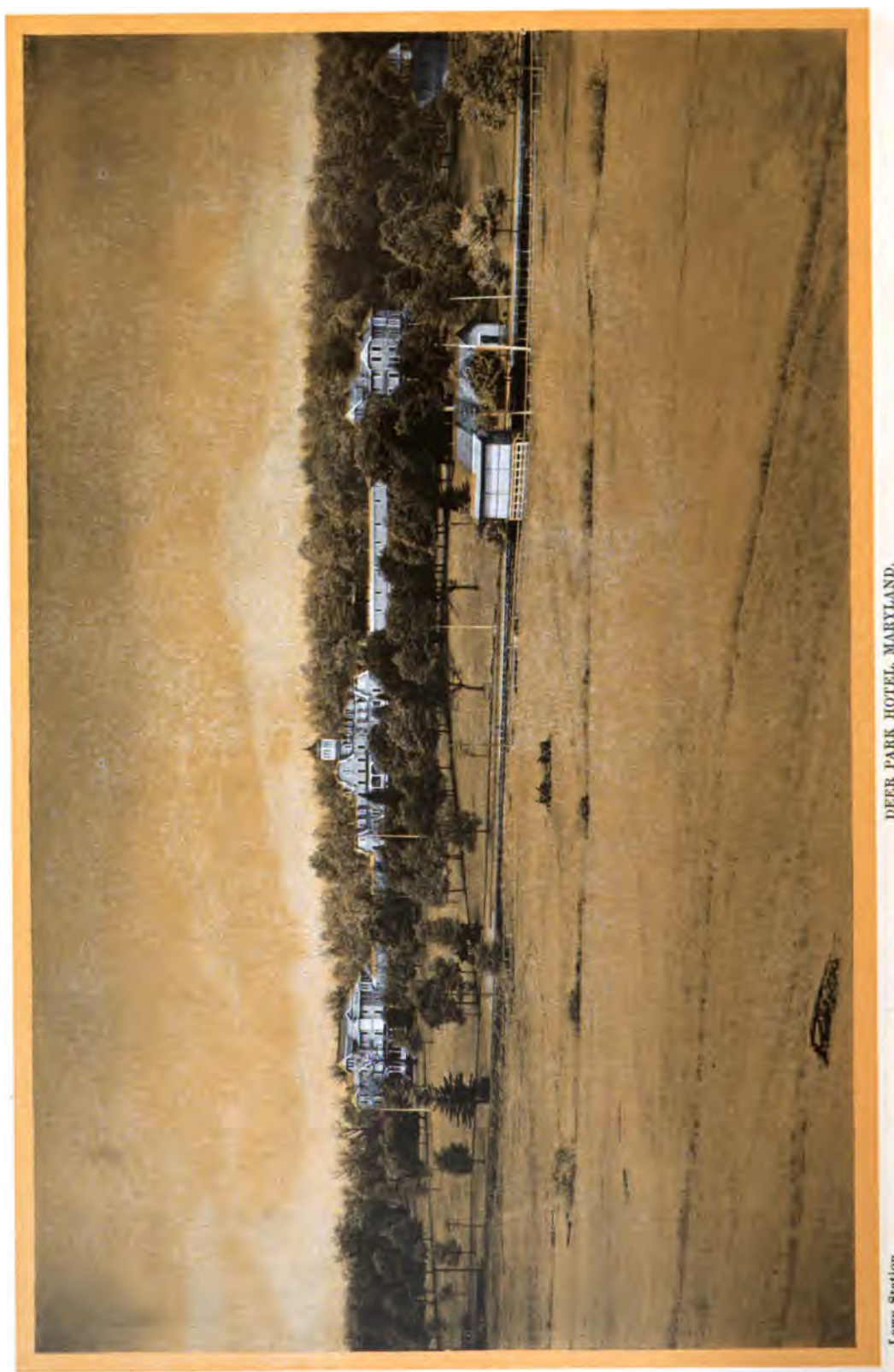
Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

BOOK OF THE ROYAL BLUE.

CONTENTS.

| | Page |
|---|------|
| To the Shenandoah. "Eglantine," 1860..... | 1 |
| Allegheny Mountain Resorts..... | 2 |
| Deer Park, Mountain Lake Park, Oakland and Braddock Heights in Maryland. Brookside, Aurora, Eglon, Berkeley Springs, Webster Springs, Capon Springs and Terra Alta in West Virginia. Jordan's White Sulphur Springs and Rawley Springs in Virginia. Markleton, Bedford Springs and Ohio Pyle in Pennsylvania. | |
| Seashore Resorts..... | 12 |
| Atlantic City, Cape May, Ocean City, Sea Isle City and Asbury Park in New Jersey. | |
| Spring Song of the Cities | 15 |
| Battlefields..... | 16 |
| Gettysburg, Pennsylvania. Antietam, Maryland. | |
| Indiana Springs..... | 18 |
| French Lick and West Baden. | |
| Lake Resorts..... | 19 |
| Put-in-Bay, Cedar Point and Lakeside, Ohio. Lake Wawasee, Indiana. | |
| Humor and the Humorist..... | 21 |
| Stub Ends of Thought..... | 23 |

FULLY ILLUSTRATED.



DEER PARK HOTEL, MARYLAND.

Lawn Station.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, APRIL, 1906.

No. 7.

To The Shenandoah.

"Eglantine," 1860.

Thou beautiful wild river! thy fountains have their source
'Mongst far off heights; and through Virginia's fertile vale,
As loath to leave the Blue Ridge side, still winds thy course,
O'er swept by many a murmuring mountain gale.
The wild deer quits the lonely steep, thy wave to drink.
As turns thy jewel-threaded chain, the hills around,
Blithe chirp the birds among the shrubs that line thy brink,
And sweet is heard the distant sheep-bell's tinkling sound.

All gently away thy quivering pines, that fringe thy flow,
Mid blossoms gay, and bees thy waters wend;
While in the glossy meads beside, the grazing cattle low.
The whistling corn and yellow wheat field bend,
Ah! list'ning to thy dear familiar sound again,
Soft as the shade of summer clouds upon thy shore,
Bourne by the light breeze unto thy wavering grain,
Come back sweet memories of the days that are no more.

Rear your firm forms, ye mountain summits dark with shade,
As calmly o'er your heights the sun goes down,
As when our great immortal dead beneath you strayed—
The torrent thunders still as fiercely on.
For here the youthful Washington o'er trod the shore
And Jackson saw yon fringe tree deck the margin green,
The Sage of Monticello wandered here of yore
And from yon self-poised rock surveyed the glorious scene.

ALLEGHENY MOUNTAIN RESORTS.

DEER PARK, MARYLAND.

AWAY up in the Alleghenies is a broad plateau, 3,000 feet above the level of the sea, which forms the great watershed to the Atlantic on the east, the Mississippi on the west and the Gulf of Mexico on the south. This plateau is comparatively level for a distance of nine miles, and is covered with beautiful forests, in the midst of which, about three miles apart, are Deer Park, Mountain Lake Park and Oakland. To reach either of these resorts the tourist will have to traverse some of the most charmingly picturesque scenery on the American continent, constantly increasing as he approaches the top

but virtually they are one structure, being connected by a covered passageway along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station five hundred yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants and water system. The



GOLF AT DEER PARK.

of the mountain range from either east or west. Of the three resorts, Deer Park has the most beautiful natural location.

Standing in the midst of a densely wooded tract of five hundred acres, the Deer Park Hotel and its family of cottages presents a most attractive sight. Much care was exercised in the preservation of the forests while removing enough trees to enhance the beauty of the grounds. Rising above the surrounding oaks, beech, maple, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building the eastern and western annexes form a pleasing picture to the architectural eye. Either one of these buildings would form a large hotel,

sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the hotel. It has been customary to open these cottages about June 15 of each year and the hotel proper June 23.

Not far from the hotel in a beautiful spot is "Boiling Spring," issuing from the rocky heart of the mountain, from which

the most delightful crystal-clear water flows in superabundance. It has a daily flow of one hundred and fifty thousand gallons of purest water, even supplying the two large swimming pools of the hotel. Deer Park

of these pools is for the exclusive use of ladies and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. Turkish and Russian baths are connected



TENNIS COURTS, DEER PARK.

water as a table water has no equal, and is by analysis absolutely pure. The water is highly recommended by leading physicians for its purity, and it is used throughout the entire dining car system of the Baltimore & Ohio Railroad. The spring is about two

miles from the hotel and is encased in a wire house, securely roofed and locked, to absolutely prevent any impurities falling therein. The two swimming pools at the hotel are supplied with this water. One

with the swimming pools. A supplementary amusement building or casino is provided with billiard and pool tables and an immense bowling alley.

The "Glades" furnish enchanting drives and bridle paths through the mountain



PORTION OF PARK SHOWING COTTAGE.

forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving

miles from the hotel and is encased in a wire house, securely roofed and locked, to absolutely prevent any impurities falling therein. The two swimming pools at the hotel are supplied with this water. One

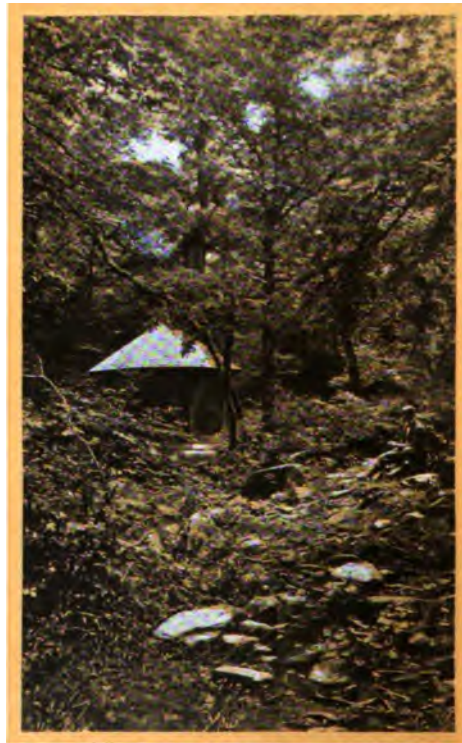
or riding. Accommodations are provided for horses and vehicles brought by guests to the Park. There are excellent roads for cycling; tennis courts and ball grounds. The golf course is a special feature. Morning and evening band concerts are part of the daily routine at the hotel.

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and

is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis, and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have parlor observation cars and dining cars.



"ENCHANTING DRIVES THRO' THE MOUNTAINS."



FAMOUS SPRING AT DEER PARK.

MOUNTAIN LAKE PARK, MD.

About four miles from Deer Park is Mountain Lake Park, the annual meeting place of the Mountain Chautauqua and camp meetings. The Mountain Chautauqua was established in the fall of 1881, and during three months of the summer it is the scene of special interest, as large gatherings of intelligent people hold their religious and secular meetings in buildings especially provided therefor. The large auditorium seats about six thousand people, adjoining which is a large building con-

sisting of lecture and school rooms devoted to educational features. Ample provision is made for guests in the Mountain Lake Park Hotel and the Loch Lynn Heights Hotel. There are six or seven small hotels and many good boarding houses, besides over two hundred cottages, which have their temporary occupants during the entire summer. This resort has been very popular with the States of Maryland, Pennsylvania, West Virginia and Ohio, and each summer there are days set apart for special

entertainments, when at such times excursion rates are named to cover quite a contiguous territory, and each excursion is eagerly patronized. The season opens June 1, and from that time throughout the summer Mountain Lake Park becomes a combined resort of health and rest, with the advantages of school and lyceum. The Park is on the main line of the Baltimore & Ohio Railroad, and is easily reached by through trains east and west without change of cars.

OAKLAND, MD.

Six miles west of Deer Park and two miles west of Mountain Lake Park is Oakland, which is a thriving little city with a regular population of fifteen hundred people. It contains many beautiful homes, and is most picturesque. There are innumerable lovely private cottages in the neighborhood of Oakland owned by residents of distant cities, notably Cincinnati, Baltimore and Washington. These cot-

The beautiful hotel, "The Oakland," has been renovated and refurnished, and will be opened about June 1, under an entirely new management. The hotel is most delightfully situated, with the mountain as



GROVE AT MOUNTAIN LAKE PARK.

a background. It has a capacity of three hundred and fifty guests, and is crowded throughout the summer.

From Oakland beautiful drives lead to Deer Park, Mountain Lake Park, Eagle Rock, Aurora, Egdon, Table Rock and Brookside.

BROOKSIDE, W. VA.

Brookside, W. Va., is an attractive mountain resort, ten miles from Oakland and twelve miles from Deer Park, over roads which are unsurpassed for smoothness and picturesque scenery. At the West Virginia line this road merges into the old North-western Turnpike, which passes Brookside on its way to Wheeling. The resort derives its name from the proximity of the Ryon Trout River, a tributary of the Yough-

gheny River. Brookside is reached by the Baltimore & Ohio Railroad via Oakland.

AURORA, W. VA.

Another beautiful summer resort among the lofty mountains and removed from the



AUDITORIUM, MOUNTAIN LAKE PARK.

tages are occupied every summer, and their owners claim the climate is the most delightful to be found.

Oakland is also on the main line of the Baltimore & Ohio Railroad, and all trains make regular stops.



OAKLAND HOTEL.

immediate vicinity of the railroad is Aurora, in West Virginia, twelve miles from Oakland and about the same distance from Deer Park. It is one of those places where people dress as they please, and is free from conventional formality. It is provided with two hotels and a dozen or more cottages. The scenery round about is that which is characteristic of the Cheat River territory for picturesqueness. Aurora is reached by the Baltimore & Ohio Railroad via Oakland.

EGLON, W. VA.

A ten-mile drive from Oakland leads to this picturesque mountain home. Every summer its cottages and the one hotel are full of guests from all the principal cities. It is in the neighborhood of Aurora and Brookside, and enjoys the same privileges and magnificent scenery. Like its sister resorts, Eglon is reached by the Baltimore & Ohio Railroad via Oakland.

MONT CHATEAU HOTEL, W. VA.

The Cheat River, in the West Virginia Mountains, furnishes scenery marvelously beautiful throughout its entire length; but it probably reaches the climax of its beauty at Mont Chateau, a short distance by stage

ride from Morgantown, W. Va. An old-fashioned, but wonderfully quaint and easy hotel affords splendid accommodations to its guests. It is easily reached by Baltimore & Ohio trains to Morgantown, W. Va.

TERRA ALTA, W. VA.

Terra Alta, W. Va., lies at the extreme western edge of the great Allegheny plateau, known as the "Glades," ten miles from Oakland. It has no distinguishing marks as a summer resort, but its altitude of 2,550 feet places it among the desirable mountain towns where the climate is delightful and summer board may be secured at very reasonable rates.



BROOKSIDE, W. VA.. NEAR OAKLAND.

HARPER'S FERRY, W. VA.

At the confluence of the Potomac and Shenandoah rivers, nestled on the rocky promontory which marks the extreme eastern point of West Virginia, lies Harper's Ferry, on the main line of the Baltimore & Ohio Railroad. It is built upon a hill known as "Bolivar Heights," and is overshadowed by the mountains known as "Loudon Heights," across the Shenandoah River in Virginia, and by "Maryland Heights," across the Potomac in Maryland. This historic town, unsurpassed in beauty and historic connections, is becoming more and more of a summer resort. Several well-equipped hotels and cottages are built in locations to command the finest scenery of the rivers and mountains, with prices within reach of all. Each summer has added to its popularity, and while not possessing any of the springs or other attractions which make up the average mountain retreat, it has a peculiar interest entirely its own, and an unparalleled variety of scenery which bids fair to its becoming a resort of great prominence in the near future.

Of the famous John Brown's raid there remains nothing but the monument where his improvised fort stood, and the foundation stones of the United States arsenal. The Government has marked with iron tablets the history of the Civil War. The old houses and churches still remain as in days gone by. Jefferson's Rock still commands that famous view of the Shenandoah made historic by Thomas Jefferson, whilst farther up the Shenandoah River, on the



BROOKSIDE, W. VA.

Virginia side, John Brown's fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair. Harper's Ferry is at the head of the beautiful Shenandoah Valley, and the Valley Branch of the Baltimore & Ohio Railroad leads therefrom to all the famous resorts in the valley, so well known in the last hundred years, and as a consequence numbers of visitors locate at Harper's Ferry and make their pilgrimages therefrom down the beautiful valley.

OHIO PYLE, PA.

There are few places in the mountains combining so many attractions as Ohio Pyle. The hotel grounds are only a few steps from the Baltimore & Ohio Railroad station, and upon a gently rising elevation which forces the Youghiogheny to change its course abruptly to the south. The houses are erected upon a high wooded knoll, which has been cleared for them for



HARPER'S FERRY FROM BOLIVAR HEIGHTS.



OHIO PYLE, PA.

some distance around, and converted into a lawn flanked on two sides by a forest and on another by the river, while the remaining side is walled in by the mountain ridge. The whole body of the Youghiogheny here pitches over the precipice, and to say that it seems to boil with rage, or that it writhes

and fumes to a white heat, is to express but feebly the whirling caldron below. On one side of the river the mountains rise to a sheer height of hundreds of feet; on the other a romantic old mill, age worn and moss covered, lends a picturesqueness which artists' eyes love to behold.

WEBSTER SPRINGS, W. VA.

At Addison, the county seat of Webster County, W. Va., in the beautiful valley of the Elk River, surrounded by noble hills, at an altitude of 2,240 feet, lies Webster Springs, fast becoming a popular resort on account of its salt sulphur baths. Although the springs have been known for many years, it has only been within the past few years that they have been readily accessible. Now it is different; the long stagecoach ride has been superseded by the railroad, and a large and spacious hotel, beautifully located, has supplanted the former meager accommodations.

The new Webster Springs Hotel is one of the best appointed hotel resorts in the two Virginias, and is probably the largest hotel in West Virginia. The new dining room is capable of seating two hundred persons; the sun parlor and ballroom are unusually attractive and artistic; and the spacious exchange adds to the general comfort. All the other usual appointments of a first-class hotel of course are included. The new hotel is equipped with steamheating appurtenances with the intention of being kept open all the year round.

The feature of greatest interest is the sulphur baths, which have highly curative qualities in cases of stomach, liver and kidney trouble. The new baths have been built as a part of the hotel, located in the first story of the east wing, in direct communication with the upper floors by stairs. A full complement of women's and men's baths have been installed, and there have been added thereto steam rooms, hot-air rooms, massage rooms and a plunge bath or swimming pool; in fact, a complete Russian and Turkish bath equipment.

The combined effect of warm salt water baths and of drinking the cold sulphur water, apart from its great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations, and to improve nutrition and secretion in a



WEBSTER SPRINGS HOTEL.

natural manner, and restore all functions to a state of health.

Webster Springs is reached by the Holly River & Addison Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. Direct connections are made with through trains from New York, Philadelphia, Baltimore and Washington, with good connections from Pittsburg, Wheeling and Cincinnati. The ride over the mountains from Holly Junction to the springs is most picturesque and interesting. The view of the valleys of the beautiful and picturesque Holly and Elk rivers from precipitous heights, with range after range of mountains in the distance, are the most beautiful of the great Allegheny chain of mountains.

MARKLETON, PA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad, between Cumberland and Pittsburg, in a secluded nook in the Alleghenies,



MARKLETON SANATORIUM.

shut in by mountains from the outside world, affording a quiet, restful retreat for the sick, free from extreme weather in either summer or winter.

The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent physicians and competent nurses in attendance, and baths of all kinds, viz., salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of one hundred and fifty, is open the year round. It is only three hours from Pittsburg, six from Washington, and seven from Baltimore.

BEDFORD SPRINGS, PA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman Station on the Baltimore & Ohio Railroad, in the Allegheny Mountains, 1,100 feet above tide-water, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitoes, and malaria is unheard of. It has been patronized as a summer resort for three-quarters of a century, and the attractions of the place are well known.

Celebrated as mineral waters have become all over the world for the cure of disease, there have been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side of Shover's Creek, about two hundred yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution carbonic acid, sulphureted hydrogen gas, small quantities of lime, magnesia and common salt, and that it contains no iron. The water is very valuable in the treatment of blood diseases and chronic inflammation. There are excellent hotel accommodations.



BEDFORD SPRINGS HOTEL.

SHENANDOAH VALLEY RESORTS.

CAPON SPRINGS, W. VA.

SITUATED on the western slope of the Great North Mountain, of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer, and is reached via the Baltimore & Ohio Railroad via Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghenies, give to the air a cool, dry freshness and crispness singularly invigorating and agree-

suffering, their health and their strength to Capon Springs.

The Capon Spring, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream—clear, light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its appointments,



CAPON SPRINGS, W. VA.

able. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many are the men and women who owe their relief from

and baths can be had of any temperature desired in the water of Capon Spring. A swimming pool is supplied by an ever-running stream of alkaline lithia water.

JORDAN'S WHITE SULPHUR SPRINGS, VA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson Station, on the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorite one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur,

is in the center of the grounds, although near by are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.

RAWLEY SPRINGS, VA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where

one can get away entirely from the busy world and let Nature's remedies repair the loss from an over-worked body.

Harrisonburg, the railroad terminal, is

on the Valley Branch of the Baltimore & Ohio Railroad via Harper's Ferry.

The main hotel affords accommodations for one hundred and twenty-five persons.



RAWLEY SPRINGS, VA.

BERKELEY SPRINGS, W. VA.

Berkeley Springs is situated on the Berkeley Springs Branch of the Baltimore & Ohio Railroad, one hundred miles west of Washington and two hundred miles east of Pittsburg, on the eastern slope of the Alleghenies, and is of easy access from all the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes, and other families of historic fame.

The springs are in an elevated and healthful mountain district, highly picturesque, and possessing historic and social associations from the time of Washington to the

present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and bathing, and when used as a bath at its natural temperature, 75 degrees Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of two thousand gallons per minute. The Fairfax Inn, accommodating two hundred people, furnishes accommodations at extremely reasonable rates. Besides the hotel there are six boarding houses in close proximity to the springs.

ORKNEY SPRINGS, VA.



BERKELEY SPRINGS, W. VA.

Orkney Springs, Va., situated among the foothills of the Alleghenies, 2,300 feet above sea-level, twelve-mile drive from Mt. Jackson, are reached by the Valley Branch of the Baltimore & Ohio Railroad in connection with the Southern Railway. The unequalled variety of mineral waters found here includes the "Chalybeate," "Blue Sulphur," "Healing," "Arsenic," "Alum," and the famous "Bear Hollow" Spring. The three hotels and seven cottages afford accommodations for seven hundred and fifty guests.

SEASHORE RESORTS.

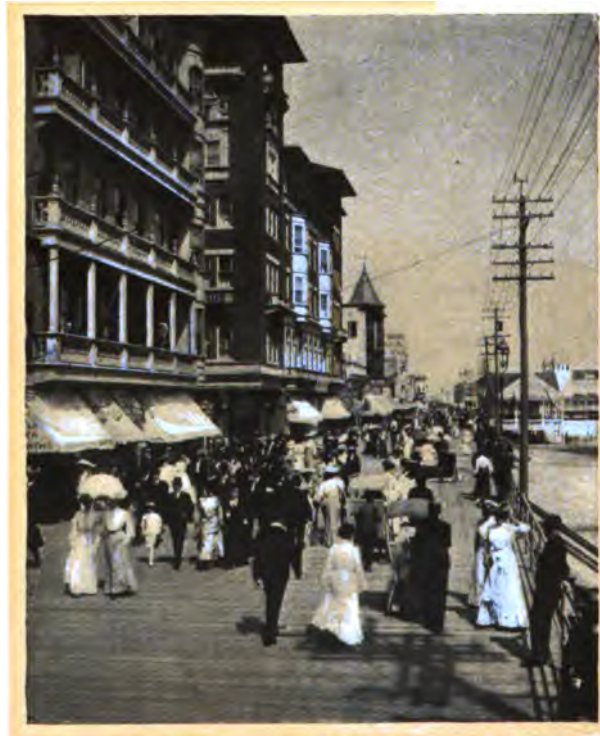
ATLANTIC CITY, N. J.

ATLANTIC CITY, N. J., is the Acropolis of the hundred or more seaside resorts along the Atlantic Coast. It lies fifty-six miles southeast of Philadelphia, and by reason of its accessibility and its magnificent ocean front, has easily distanced its sister resorts in popularity.

It is on an island ten miles long, and three-quarters of a mile wide at its widest

most profuse form, and the humble can procure less pretentious quarters and be comfortably provided for.

The splendid esplanade, or board walk, is free to all, rich and poor alike; and the magnificent bathing beach makes no distinction among its bathers. The board walk is four miles in length, reaching from the southern extremity of Atlantic City at Chelsea to the extreme northern end at



THE BOARD WALK, ATLANTIC CITY.

point, separated from the mainland of New Jersey by an estuary of the ocean.

It is pronounced to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a great advantage over all resorts of its kind, for the proprietors of its prominent hotels do not reckon upon making the profits of one season carry them over to the next. There are over twelve hundred hotels and cottages devoted to the transient population. Some of them are as magnificent in detail as can be found in the country. The rich can find luxury in its

the Inlet, where the waters of the ocean rush in and form the estuary which cuts the island from the mainland.

Thousands of people may be seen promenading the esplanade in a never-ending procession from early daylight, when the health-seekers are eagerly whiffing the early morning salt-air breezes from the ocean, until midnight, when the pleasure-seekers are leisurely strolling toward their hotels.

The surf bathing which has made Atlantic City famous is one of the wonders of the world. It has been estimated on sev-

eral occasions in the past three years that over one hundred thousand people have taken advantage of the bathing hours between eleven and one o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the ocean features, Atlantic City has amusements of every kind. Great iron piers extend hundreds of feet into the sea. Each pier has its summer theatre and band stands, and for a nominal price one

phia as Atlantic City, and differs from the latter, inasmuch as there are more cottages owned by private individuals and a much less number of hotels. It is not a cosmopolitan watering place, but more of a resort of the wealthy class. The bathing beach in many respects surpasses that of Atlantic City, but is not so popular with the multitude. The board walk of Cape May is similar to that of Atlantic City. It is the oldest resort on the Atlantic Coast, and is the most fashionable.

Cape May is reached by the Baltimore



DURING BATHING HOUR, ATLANTIC CITY.

can enjoy the comfortable chairs of the pier and listen to the music of the bands throughout the entire day.

The Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway, conduct a series of popular excursions every summer to Atlantic City from the entire territory east of the Ohio River and from certain points of the lines west of the Ohio River.

CAPE MAY, N. J.

At the southernmost point of New Jersey, at the mouth of the Delaware River, is Cape May, the sister resort of Atlantic City. It is the same distance from Philadel-

& Ohio Railroad in connection with the Philadelphia & Reading Railway.

OCEAN CITY, N. J.

Ocean City lies a few miles south of Atlantic City and is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway. While not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

SEA ISLE CITY, N. J.

This is another of the popular seashore resorts reached by the Baltimore & Ohio

Railroad in connection with the Philadelphia & Reading Railway. It lies midway between Ocean City and Cape May, and enjoys the same superb bathing facilities.

**OCEAN CITY, MD., AND
REHOBOTH BEACH, DEL.**

These seashore resorts are mentioned together, as they enjoy somewhat the same popularity. They lie on the coast south of the Delaware Bay and are reached by the Baltimore & Ohio Railroad to Baltimore, thence by boat and rail.



ASBURY PARK CASINO.



BOARD WALK AT ASBURY PARK.



SUNSET LAKE, ASBURY PARK.

ASBURY PARK, N. J.

Like a magic city, with the advent of the summer season Asbury Park becomes one of the most populous municipalities of New Jersey, with a population bordering well toward seventy-five thousand. Asbury Park has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic Coast. It is bounded on the north and south by two beautiful fresh-water

lakes—that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several hundred boats compose the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city Ocean Grove, by all odds the most famous camp-meeting city in the country.

The thoroughfares of Asbury Park are not only uncommonly wide, but are very well kept, and the greenswards and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front, and much has already been done to make the esplanade and board walk, which is eighty feet wide and some three miles in length, a special feature of attraction.

There has recently been built a casino of mammoth proportions on one of the piers extending into the ocean, and reached directly from the board walk, and in this amphitheater, under the supervision of the municipal beach commission, is given a series of daily concerts and entertainments by the best and most noted musical organizations and artists in America.

The hotels are comfortable domiciles, with every convenience the tourist may exact, and a cuisine which is not surpassed anywhere. There are also innumerable boarding houses, at which very comfortable accommodations may be obtained.

At the smaller boarding houses one may be accommodated for \$5 per week, the more pretentious boarding houses charging from \$10 to \$15 per week; the small hotels furnish very good accommodations for \$15 to \$20 a week, but at the larger hotels prices range from \$5 a day upward.

SPRING SONG OF THE CITIES.

BY VICTOR A. HERMANN.

In Philadelphia, Spring they bless,
Because it brings lethargicness.

In Boston, when the warm winds greet,
The boys read Ibsen on the street.

Milwaukee's glad that Spring is here,
It brings its crop of red bock beer.

In Louisville when daisies burst,
The "Kernal" whets his julep thirst.

Springtime to Gotham brings a smile,
Fresh paint and fizz at Coney Isle.

And in Chicago these warm days,
The people have the baseball craze.

While right down there in Baltimore,
The "Burnt District" exists no more;
The "New District" sounds praise to Spring,
The oyster goes, the crab is king.

BATTLEFIELDS.

GETTYSBURG, PA.

THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. The greatest battle, considered the "high-water mark" of the Civil War, was fought here on the 1st, 2d and 3d of July,

Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top; also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during



GENERAL LEE'S HEADQUARTERS, GETTYSBURG.

1863, between the national forces under General Meade and the Confederate Army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most strik-

two critical hours. The National Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremon-



GENERAL MEADE'S HEADQUARTERS, GETTYSBURG.

ing feature at Gettysburg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General

ies and an impressive address by President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of

War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each State

who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalysine, have acquired a wide



"PICKETT'S CHARGE."

represented in the battle, and three for the unknown dead. The number of bodies interred here is three thousand five hundred and sixty-four, of which nine hundred and ninety-four have not been identified. Near the entrance to the cemetery is a bronze statue of Major-Gen. John F. Reynolds,

reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.



"HIGH WATER MARK, GETTYSBURG."

who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet high has been erected, commanding a fine view. Altogether there are now three hundred and forty-eight monuments erected to perpetuate the memory of brave men

ANTIETAM, MD.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Md.

FRENCH LICK SPRINGS AND WEST BADEN MINERAL SPRINGS, IND.

FRENCH LICK SPRINGS, IND.

FRENCH LICK SPRINGS are located in Orange County, Ind., one hundred and fifty miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio South-Western Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beauti-

pine," represents the mildest water, and is by far, in virtue of its happy combinations of the elements, the best diuretic known. It is said to be the strongest chalybeate spring yet discovered. It has wonderful effects in cases of Bright's disease. The "Bath" Spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

The new hotel just completed at French



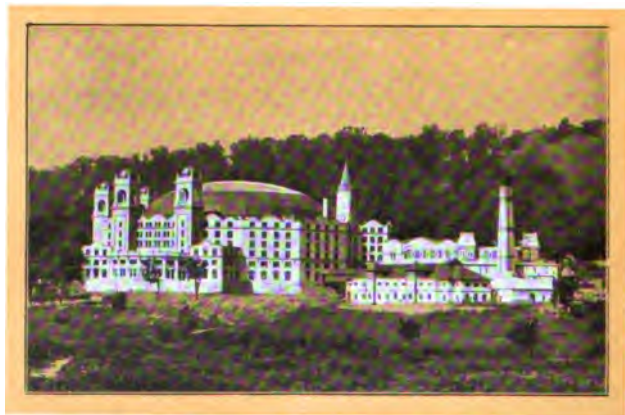
FRENCH LICK SPRINGS, IND.

fully located with unsurpassed views, surrounded by three hundred acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauberite, crystals of calcium. It is a clear, colorless water of specific gravity 1020, that bursts with unusual boldness, with a uniform temperature of 55 degrees Fahrenheit during the winter

Lick materially increases the capacity for guests. The building is architecturally attractive and furnished in the most complete and elaborate manner.

WEST BADEN MINERAL SPRINGS, IND.

West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Bal-



WEST BADEN SPRINGS, IND.

and summer. "Pluto," the largest spring, has an output of eighty gallons per minute. The water from this spring has a phenomenal record in curing bowel, kidney, stomach and liver affections. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as compared with "Pluto" and "Proser-

timore & Ohio and Baltimore & Ohio South-Western Railroads by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up-to-date, containing over six hundred rooms.

LAKE RESORTS.

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE.

PUT-IN-BAY, which claims to be the most important summer resort west of the Allegheny Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar, and many smaller islands, each of which has its distinct individuality.

and makes deliveries of passengers to the islands.

CEDAR POINT, OHIO.

Cedar Point, Ohio, is the real "Coney Island" of the Middle West. It is located on a narrow, semicircular neck of land, thickly wooded, extending out from the mainland east of Sandusky, Ohio, for a distance of several miles, and forms the southerland head to Sandusky Bay. Steam-



BALTIMORE & OHIO RAILROAD DOCKS, SANDUSKY.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bath houses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure seekers. The famous fishing for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the Middle West, and ever enthuse new interest to lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains

ers make the trip between Sandusky and Cedar Point every half hour.

LAKESIDE, OHIO.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating all combine to instruct and amuse patrons.

PAOLI LITHIA AND SULPHUR SPRINGS, IND.

These springs are situated near French Lick and West Baden Springs, and have the same direct train connections at Mitchell, Ind., from points on Baltimore & Ohio and Baltimore & Ohio South-Western

Railroads as have the other resorts. Paoli is supplied with amusements of various kinds, beside the benefits of the wonderful waters.

LAKE WAWASEE, IND.

At Wawasee, Ind., on the Chicago Division of the Baltimore & Ohio Railroad,

many of the larger cities of Indiana, Illinois and Michigan.

It has been many years since "Turkey Lake," as it was then called, was a favorite resort of canoeists and fishermen, who camped on its wild shores and enjoyed the rough life for a fortnight's vacation; but the attractions of this beautiful little lake were so great that it soon became a resort



CEDAR POINT.

lies Lake Wawasee, or "Turkey Lake," as it was formerly known. This beautiful expanse of water, ten miles in length, lies at an elevation of 900 feet above the level of the sea and about 300 feet higher than Lake Michigan, into which its waters empty. It is the largest of the inland lakes of Indiana, and is one of the most popular summer resorts of Chicago and of

for families, and hotels and clubhouses sprang up here and there in place of the old canvas tents. Numerous beautiful private cottages dot its shores, and every season finds additional clubhouses to add to the liveliness of the scene.

There are four hotels at which reasonable rates can be obtained, from \$1.00 per day up, with special rates to parties.



HUMOR AND THE HUMORIST.

CHUBBY-HAND.

L. H. ROBBINS IN NEWARK (N. J.) NEWS.

Once was the parlor white,
Of purest enamel ray.
Once was the bookroom polished bright,
Polished and rubbed till it dazzled the sight—
But that was another day.
Table, piano, cabinet, chair,
Many a curious mark they bear,
Since Chubby-hand came to stay.

Whose is the work on the pane—
Palm prints all in a row?
Who, when grown-folk pass in the lane,
Patteth the glass with might and main,
Cheering them on as they go?
Out in the rain they trudge along—
Who is it turns their sighs to song?
Chubby-hand, do you know?

Who on the bookcase door
A private sign has set?
Chubby-hand, weary of babehood lore,
Has longed and grasped for a guarded store
She may not delve in yet.
Better for her are books that endure,
Irish linen literature
And the Animal Alphabet.

Who, when the curtains are drawn
And low is the bedroom light,
Steals away to the Sundown lawn
To bide with beautiful birds till dawn
And flowers blooming bright?
Who, in a quiet hour like this,
Offers a palm for a last soft kiss?
Chubby-hand, good night.

THE GIFT THE POOR GOT.

When it became known in Gosh, the primeval city, that the fairies were coming to town to bestow gifts on the people, there was a mighty rush for the railway station.

The strong crowded the weak aside, and those that lined up at the train to receive the delegation from Fairyland were the big, the strident, the heavy-weights.

"Gentlemen all," said the chairman of the visiting committee, "we are amazed to find so many inhabitants in the city of Gosh. There are more of you than we supposed, and we haven't brought gifts enough to go round."

At this the people in front set up a great clamor. "Give us our presents," they cried. "We won't be cheated!"

So the fairies opened their baggage and distributed the gifts. To some of the people of Gosh, went the gift of making money. Some received the gift of making magnificent speeches. A few got the gift of being socially prominent. These all, mind you, were the front-rankers; and they hastened away uptown rejoicing.

The trunks were empty at last, and the fairies looked up to see a great crowd of weak and lame and weary people still waiting.

"It's too bad, really," said the fairy spokesman, "but I'm afraid you'll have to go without gifts, unless —"

Here he stopped and thought. Then he ran up the steps and into the Pullman, returning in a moment with a suit case.

"I had forgotten all about this," he said. "It is our most precious luggage, so we carry it in the car with us."

He opened the case.

"Here," he went on, "is any quantity of the gift of seeing a joke. Help yourselves, you poor folks."

So the weak came in for something, after all; and the strong were blocks away rejoicing.

Now the years rolled on and some of the people of Gosh waxed wealthy, and some grew to be socially prominent, and some went to Congress, and these all naturally came to think themselves much better than the weak and the poor around them. But the poor didn't mind that, for they had the gift of seeing a joke.

THE CITY GAME.

See the small boy running,
Hear him shout in glee,
Pounding on the lamp-post:
"Onetwothreeforme!"

See the grown man dashing
For the full trollee,
Knocking people over—
"Onetwothreeforme!"

City full of people
Striving first to be,
Everybody thinking:
"Onetwothreeforme!"

THE HEN.

BY HARRY PERSONS TABER.

The Hen, she is a noble bird—
By pity she is doubtless stirred—
For if, perchance, for food we beg,
She promptly goes and lays an egg.

We love her for the good she does—
At least we try—but, Dear me Suz!
We never, never can forget
Her temper when she wants to set.

She sets—and simply glares at us—
An attitude ridiculous!
If she but knew we loved her so,
She might some slight affection show.

The hen is, somehow, just like me—
She has no wisdom, don't you see?
For great intelligence she lacks—
She don't know where she'll get the axe!

THE LINGERING LODE OF THE B. & O. **Wheeling—**

(Written in three fits, a jigger and several frazzles.)

BY E. LACY SPEER.

It's easy to construct a rhyme
At any time.
All that is needed is a pen,
Some paper, mucilage, and then
Some ink
I think
Will come in well, I hope,
In writing "dope."

It's easy to construct a rhyme
Of thought sublime.
Just crawl to some sequestered nook
And place blank paper on a book
Then muse—
Excuse
This awkward metre please,
My paper's blowing in the breeze.

Let's versify in metre strange
Of modest range,
Aha! an idea comes apace,
For Oh,
The B. & O.,
Has burrs along the road
Full fit for many an ode.

Martinsburg—

There's a place I love full well—
'Tis Hannisville, fair Hannisville.
In Martinsburg I fain would dwell,
Near Hannisville, fair Hannisville.
In pints and quarts I love to see
Its smiling face beam out on me;
It's one perpetual glob of glee
In Hannisville, fair Hannisville.

Cumberland—

Gem of the mountain side, nestling in green,
Lapped by the mountain brook's silvery sheen,
Quiet and pretty, dearest old Cumberland,
You are the essence of fairy-like slumberland.
Gem of the hillside—to you I'm drawn,
For in your confines they put dining cars on.

Pittsburg—

(Borrowed to fit in.)

Mary had a little lamb,
It's fleece was white as snow,
It followed her to Pittsburg one day—
Now, look at the blamed thing.

Unfortunate you are, old girl,
For lunatics at large
Mouth loudly your benighted name
And at you madly charge.
Joe Miller first devised the joke
And oh, but why continue,
A tired world still hears that you
Are "wheeling West Virginia."

Chicago —

As we wind over the prairie and stream,
Yanked along by an aqueous steam,
We go through Hammond, Ind.,
Propelled only by wind,
Which is quite like Chicago, I wean.

SPRING.

BY F. H. SCHLEY.

Beautiful spring is coming soon!
I hear the thrush singing,
I hear down near the cotton loom
The woodman's axe ringing.
I hear the dove's sotto noise
Just at the peep of day;
I see him as he hunts his choice
And quietly steals away.

I see the little swollen beads
Upon the old beech tree,
They see result, of recent flood,
Just like a chickaree.
Toward the margin of the stream
This old tree has its home,
And near the top a "violin"
Sings me a sweet love song.

I see the sumach's blackish-brown
Which bows to Nature's force,
Toward the all-absorbing ground,
Caused by the potent frost.
I look for the cute buttercup
With yellow face like gold,
But it can not as yet, come up,
Until the bee can drone.

This is only early April
I look for all these things,
But who can even help the thrill
That comes with early spring.
It can not be called selfish
To long for that you love,
As in the heart, we all can wish
For sunlight from above.





Stub Ends of Thought

By ARTHUR G. LEWIS.



WHAT are often regarded as the little things of business system, sometimes prove to be the germs from which success is cultured.

THERE are lots of men that drift with the tide of error, on account of not being in possession of sufficient brains to steer for themselves.

IDOLATRY is wicked, but indolence is idiotic; the first being merely a misfortune of ignorance, the latter a deformity of deliberate design.

IF we could only live as all must die, equal and level, one with each and all, there would not be so many shadowed corners in the world.

DEEP in the hearts of the worst of us, there lives some memory of yesterday that helps to smooth out the rough places of to-day.

MARRIAGE does not change a man's temperament, but it generally develops his individuality.

LOVE and companionship are the best indications of happiness and health; men are wounded when they wish to be alone.

WHATEVER may be the relationship of sympathy to affection, it is but a poor one at its best.

WE should recognize to some extent the authority of custom, yet make ourselves independent of usages that retard progress and individual action.

CHARITY too often sweeps only the open places of failure, and leaves the shaded corners to conceal their misery as best they may.

HELL may be paved with the good intentions of life, but Heaven will be found illuminated, to some extent, by the light of impulsive reform.

LOVE should not be kept a secret; it is always best when told.

NEVER agree with a man if he antagonizes himself, he does not expect you to do so.

WE should not be governed by our sympathies, but may consistently be regulated by them to some extent.

MEN that pull against the stream of life, are those that feel the best that touch of nature which makes us all one-kind.

I HAD rather prove necessary to a few friends, than rule over a coterie of acquaintances.

IF we could consistently admire humanity as much as we adore nature, how natural it would prove to be humane.

SILENCE is often deception. It is more hypocritical to appear not to be responsible, than to admit an indiscretion of which we are guilty.

IT is the silken ties of love that bind in so much strength the bonds of matrimony.

TAKE flowers, music and women out of the world, and sunshine, sympathy and love will have lost their vocation.

MARRIAGE is neither a failure nor a prerequisite of happiness, but more an institution of information and vaudeville of surprises.

"THE GREAT TO-MORROW."

BY ARTHUR G. LEWIS.

Cheer up, the clouds will roll away,
And the bright warm sun will shine,
On a clearer, better, happier day
In the great to-morrow of time.
For the consolation of our faith
Will lighten the cross of sorrow,
If we labor patiently and wait
For the flowers that bloom to-morrow.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE APRIL 1, 1908 | No. 504 DAILY | No. 528 EXCEPT SUNDAY 5 HOUR | No. 522 SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 508 DAILY | No. 516 DAILY | No. 548 DAILY | No. 512 DAILY | |
|--|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|-------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM | |
| Lv. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 | ----- |
| Lv. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 | ----- |
| Lv. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 | ----- |
| Ar. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 | ----- |
| Ar. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 | ----- |
| Ar. NEW YORK, 230 STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 6.33 | 8.43 | ----- |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE APRIL 1, 1908 | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 5 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY | |
|--|------------------|-----------------------------|------------------|------------------|-------------------|--|------------------|------------------|------------------|-------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM | |
| Lv. NEW YORK, 230 STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 6.50 | 11.50 | ----- |
| Lv. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 | ----- |
| Lv. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.16 | 6.18 | 8.35 | 9.30 | 3.35 | ----- |
| Ar. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.48 | 4.14 | 6.09 | 8.18 | 10.55 | 11.32 | 6.00 | ----- |
| Ar. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 | ----- |
| Ar. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 | ----- |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 3 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| Lv. NEW YORK, 230 STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ----- |
| Lv. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 PM | 12.15 PM | 7.00 PM | ----- |
| Lv. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| Lv. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.16 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| Lv. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| Lv. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| Ar. DEER PARK HOTEL | | | | | 6.27 PM | | | Lv. 5.10 PM |
| Ar. PITTSBURG | | | 7.00 AM | | 7.45 PM | | 9.00 AM | 10.00 PM |
| Ar. OLEVELAND | | | 12.15 PM | | | | | Lv. 4.20 PM |
| Ar. WHEELING (EASTERN TIME) | | 5.35 AM | | | | | | 9.20 PM |
| Ar. COLUMBUS (CENTRAL TIME) | | 5.50 AM | | | | | | 7.40 AM |
| Ar. OHIOAGO | | 5.30 PM | | | 9.00 AM | | | |
| Ar. OINOINNATI | 8.05 AM | | | 5.35 PM | | 2.35 AM | | |
| Ar. INDIANAPOLIS | 10.55 AM | | | 11.50 PM | | 10.55 AM | | |
| Ar. LOUISVILLE | 11.50 AM | | | 9.30 PM | | 7.10 AM | | |
| Ar. ST. LOUIS | 5.27 PM | | | 7.28 AM | | 1.40 PM | | |
| Ar. OHATTANOOGA | 6.15 PM | | | 6.30 AM | | | | |
| Ar. MEMPHIS | | | | 8.25 AM | | | | |
| Ar. NEW ORLEANS | 8.45 AM | | | | | | | |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| Lv. OHIOAGO | | | 5.00 PM | 10.40 AM | | | 8.30 PM |
| Lv. COLUMBUS | | | | 7.00 PM | | | |
| Lv. WHEELING (EASTERN TIME) | | 5.00 PM | | 12.25 AM | | | 11.35 AM |
| Lv. OLEVELAND | | | 11.30 PM | | 3.00 PM | | |
| Lv. PITTSBURG | | | 8.00 AM | | 9.30 PM | 6.30 PM | 1.15 PM |
| Lv. ST. LOUIS | 9.00 AM | 2.05 AM | | | | 9.29 PM | |
| Lv. LOUISVILLE | 2.10 PM | 8.10 AM | | | | 2.50 AM | |
| Lv. INDIANAPOLIS | 2.55 PM | 7.35 AM | | | | 4.30 AM | |
| Lv. OINOINNATI | 6.35 PM | 12.10 PM | | | | 8.00 AM | |
| Lv. NEW ORLEANS | | 7.30 PM | | | | | |
| Lv. MEMPHIS | | 8.40 PM | | | | 12.45 PM | |
| Lv. OHATTANOOGA | 5.20 AM | 10.25 PM | | | | | |
| Ar. DEER PARK HOTEL | | | 10.25 AM | | | | |
| Ar. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM |
| Ar. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 PM |
| Ar. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| Ar. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 PM |
| Ar. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| Ar. NEW YORK, 230 STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent. E. E. BARKEY, Ticket Agent.
BROOKLYN, N. Y., 848 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. McGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 6th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent. J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., ————— Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. O. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., 109-110 Stimson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUOH, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COFFER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 484 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1900 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 126 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. McCO. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 884 Chestnut Street, BERNARD ASHEY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent. D. D. COURTNEY, Traveling Passenger Agent; O. D. GLADDING, Ticket Agent. N. E. Cor. 18th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 866 Market Street, UNION TRANSFER CO., Ticket Agents. 603 S. South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARKEY, Ticket Agent.
PITTSBURG, 815 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 408-5 5th Avenue, W. A. PRESTON, City Ticket Agent; A. J. SMITH, City Passenger Agent. 606 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 606 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 707 15th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent. H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic,
 Baltimore & Ohio R. R., Baltimore, Md.
 GENERAL OFFICES: MARYLAND TRUST BUILDING.

ATLANTIC CITY

Cape May, Sea Isle City
Ocean City, N. J.
Ocean City, Md.
Rehoboth Beach, Del.

SPECIAL EXCURSIONS FROM POINTS EAST
OF THE OHIO RIVER

June 28, July 12 and 26, August
9 and 23, September 6

Ancient Arabic Order Nobles

MYSTIC SHRINE
IMPERIAL COUNCIL

LOS ANGELES, CAL.

May 7-10, 1906

Tickets on sale April 24 to May 4

National Educational Association

SAN FRANCISCO, CAL.

July 9 to 13

Tickets on sale June 24 to July 6

B. P. O. Elks

DENVER, COLO.

July 16-21

Independent Order Odd Fellows

TORONTO, ONTARIO, CAN.

September 15-22

Tickets on sale September 13-15

For full information call on or address Ticket Agents
BALTIMORE & OHIO RAILROAD.

SPECIAL TOURS

==

Baltimore
& Ohio

==

SEASON 1906

ATLANTIC CITY



Baltimore
& Ohio



CAPE MAY
SEA ISLE CITY
OCEAN CITY, N. J.
OCEAN CITY, MD.
REHOBOTH BEACH, DEL

EXCURSION TICKETS...

ON SALE

FROM ALL POINTS

COMMENCING MAY 1ST

SPLENDID VESTIBULED TRAIN
SERVICE VIA PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

SPECIAL... EXCURSIONS

AT

VERY LOW RATES

JUNE 28
JULY 12 and 26
AUGUST 9 and 23
SEPTEMBER 6, 1906

Tickets Good 16 Days, Including
Date of Sale

FROM POINTS EAST OF OHIO RIVER

NATIONAL EDUCATIONAL ASSOCIATION

SAN FRANCISCO,
CALIFORNIA,
July 9-13, 1906.

TICKETS ON SALE
from points east of the Ohio River
June 24 to July 6
good to return until September 15, 1906.

Rates, routes, stop-overs
and itineraries for this
**Most Educational of
all American Tours**
will be furnished on ap-
plication to ticket agents.

A delightful opportunity to visit the
Grand Canyon of Arizona,
Colorado, Utah,
Southern California.

Baltimore
& Ohio

Deer Park Hotel

DEER PARK, MARYLAND



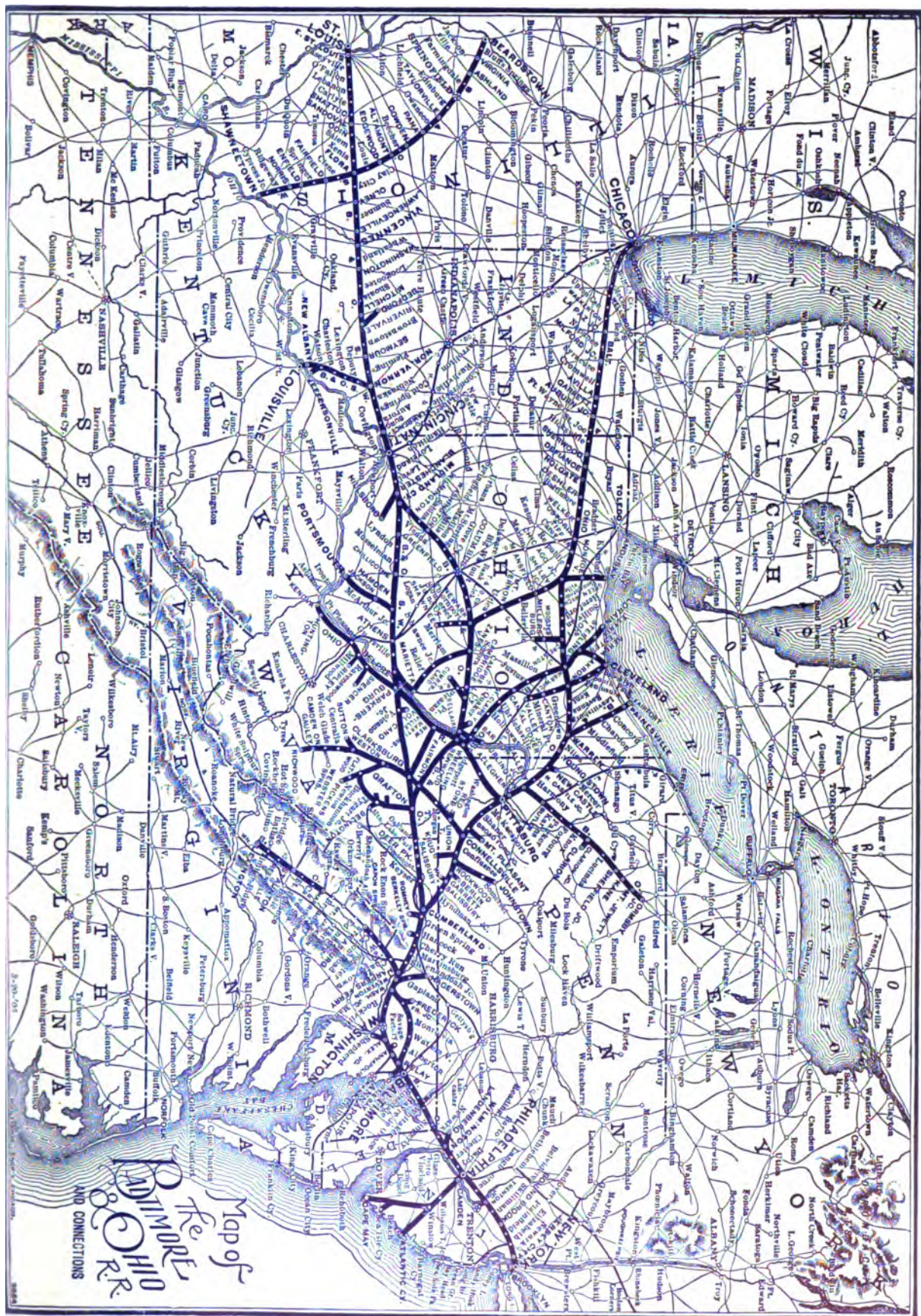
Most Delightful Summer Resort of the Alleghanies

This famous Alleghany Mountain hostelry will open on June 25. The twelve cottages have been renovated and painted, inside and out. Several of the choicest can be secured if application is made at once. Many suites of rooms have been engaged in the hotel.

The popularity of this resort is due to its splendid location, 2,800 feet above the sea level, out of range of malaria and mosquitoes. Every convenience is provided for guests. Delightful rooms and an excellent cuisine. Purest water in abundance. Five hundred acres of ground, affording every out-door recreation. The hotel is provided with all modern improvements for comfort; and bowling alleys, billiard rooms, tennis courts, golf links, swimming pools, etc., for amusement. An entirely new livery equipment has been installed.

Most conveniently reached by through vestibuled trains with Pullman cars via the Baltimore & Ohio Railroad from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York.

W. E. BURWELL, Manager,
Camden Station, B. & O. R. R., Baltimore, Md.,
(Until June 1)



Baltimore



EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 7 | 1 | 2 | 3 | 4 | 5 | 6 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14 | 8 | 9 | 10 | 11 | 12 | 13 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 21 | 15 | 16 | 17 | 18 | 19 | 20 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 28 | 22 | 23 | 24 | 25 | 26 | 27 | 25 | 26 | 27 | 28 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 6 | 1 | 2 | 3 | 4 | 5 | .. | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | 1 | 2 | 3 | 4 | .. |
| 13 | 8 | 9 | 10 | 11 | 12 | 13 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 20 | 15 | 16 | 17 | 18 | 19 | 20 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 27 | 22 | 23 | 24 | 25 | 26 | 27 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | 31 | .. | .. | .. | .. | .. |

ROYAL BLUE TRAINS

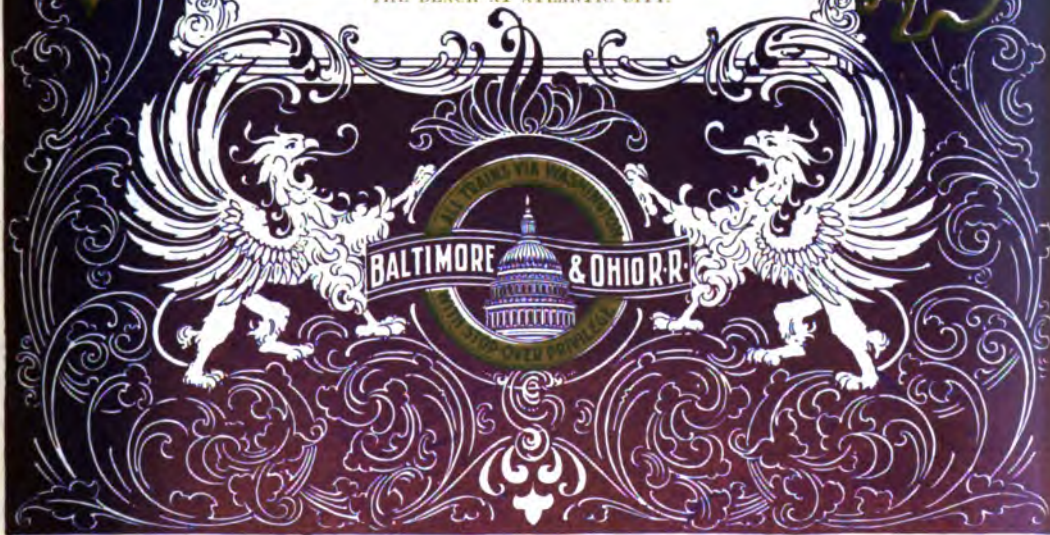
D. B. MARTIN.
MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B. N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE ROYAL BLUE



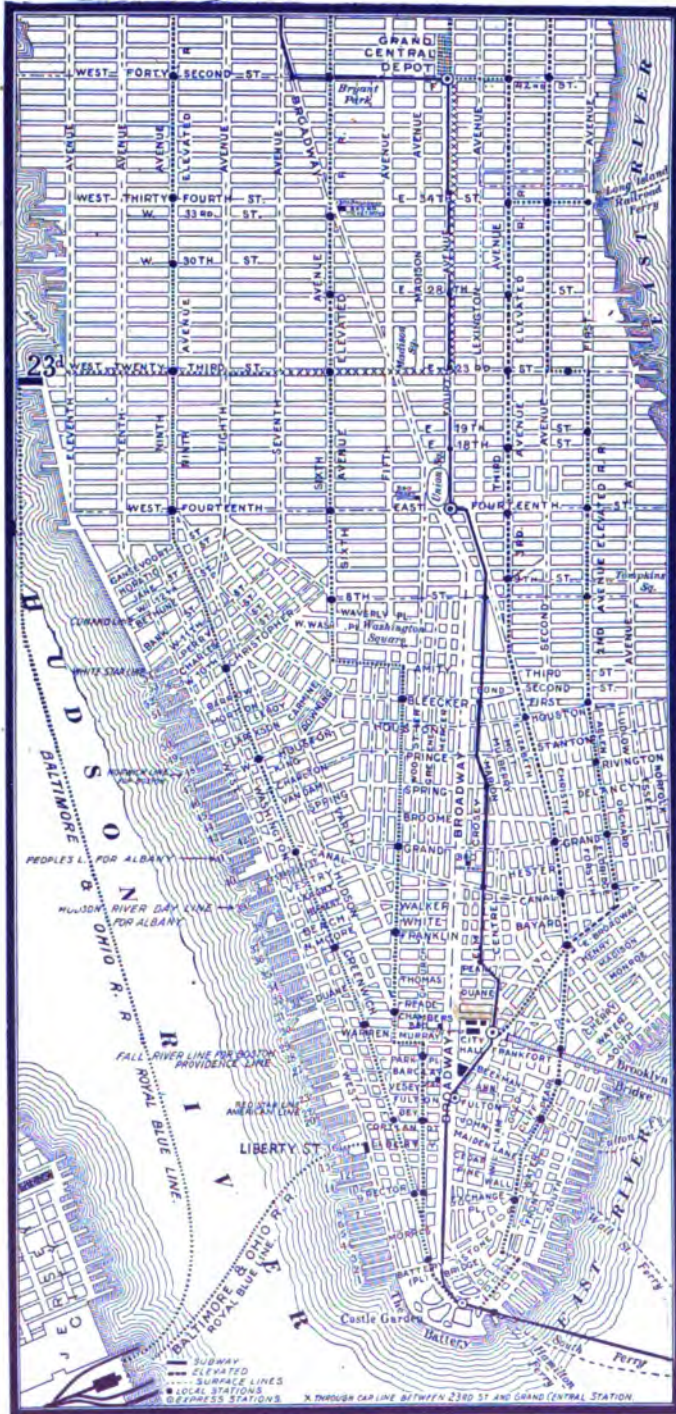
THE BEACH AT ATLANTIC CITY.



STORY OF THE WASHINGTON MONUMENT.

23d St.

The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

BOOK OF THE ROYAL BLUE.

MAY, 1906.

CONTENTS.

| | Page |
|---|------|
| The Nation's Tribute of Mourning—By James T. Sullivan | 1 |
| The Aphorismic Obsequies of John Paul Jones..... | 2 |
| Gold Medals of the Louisiana Purchase Exposition | 7 |
| The Great Monument —By F. J. Young..... | 8 |
| Denver, Colorado | 13 |
| San Francisco | 14 |
| The Conquerors—By Wex Jones in San Francisco Examiner | 16 |
| Rapid Bridge Building..... | 17 |
| New National Museum at Washington—From Washington Star..... | 18 |
| Humor and the Humorist..... | 19 |
| Stub Ends of Thought { By Arthur G. Lewis... 21 | |
| “It is not Manly” | |

ILLUSTRATIONS.

| | |
|---|---------------|
| Cheat River..... | Frontispiece. |
| Obsequies of John Paul Jones at Annapolis: | |
| 13th U. S. Cavalry Escort to President Roosevelt | 2 |
| The Jackies from the Battleships..... | 3 |
| President Roosevelt in Characteristic Attitudes | 4-5 |
| John Paul Jones..... | 6 |
| Facsimile of Gold Medal—Louisiana Purchase Exposition | 7 |
| Washington Monument | 8 |
| Salt Lake City—Mormon Temple—Saltair Beach | 12 |
| Comparative Areas covered by the Great Fires of Chicago, Baltimore and San Francisco..... | 15 |

PRICE 5 CENTS.

50 CENTS PER YEAR.

WHERE TO SPEND THE SUMMER



“Summer Resorts and Springs”

REACHED BY
THE

**Baltimore
& Ohio**

AN ARTISTIC FOLDER,
GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Allegheny Mountains

WITH DETAILED
DESCRIPTION OF

SEASHORE RESORTS

— AND —

GETTYSBURG FIELD

—

Free on application to any Ticket Agent
BALTIMORE & OHIO RAILROAD

WHERE TO SPEND THE SUMMER



"The Glades"

OF THE

ALLEGHENY MOUNTAINS

Afford many delightful places
at or near

Deer Park
Mountain Lake Park
and Oakland

THE BEST TRAIN
SERVICE PREVAILS.

EASILY REACHED
WITHOUT CHANGE
OF CARS, BY
THROUGH TRAINS
OF THE

Baltimore
& Ohio

FROM

St. Louis, Louisville, Cincinnati,
Columbus, Chicago, Wheeling,
Pittsburg, Washington,
Baltimore, Philadelphia
and New York.



THE WESTERN APPROACH TO "THE GLADES," OF THE ALLEGHENY MOUNTAINS.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, MAY, 1906.

No. 8.

The Nation's Tribute of Mourning.

By James C. Sullivan.

He marched with the blue in those fateful days
When the nation was torn asunder,
His life went out when the cannon's fierce blaze
Volleyed like earth-racking thunder.
He sleeps in a grave with the nation's dead,
With tree tops a requiem sighing,
While there on a staff just over his head
The flag of his country is flying.

Columns of stone in imposing array,
Each monument telling a story,
Recall many deeds, that when smoke cleared away,
Brought somebody undying glory.
Yet simpler, yes grander, than handsomest stone,
That many a grave is adorning,
Is the flag placed above some hero unknown
As the nation's tribute of mourning.



18TH U. S. CAVALRY ESCORTING PRESIDENT ROOSEVELT AT ANNAPOLIS.

THE APHORISMIC OBSEQUIES OF JOHN PAUL JONES.

BY THE EDITOR.

"The boast of heraldry, the pomp of pow'r
And all that beauty, all that wealth e'er gave
Await, alike th' inevitable hour;
The paths of glory lead but to the grave.

"Nor you ye proud, impute to these the fault
If mem'ry o'er their tomb no trophies raise,
Where, thro' the long drawn aisle and fretted vault
The pealing anthem swells the note of praise."

WHILE John Brown's body lies a'mouldering in his grave, John Paul Jones' body is steadily marching on, and will some day reach its final resting place in the beautiful chapel at the Naval Academy at Annapolis. Brown has been dead fifty years, while all that was mortal of Jones returned to earth 113 years ago. Brown was a military hero after his peculiar kind—a brave fanatic; and Jones a naval hero of his kind—a brave seaman—buccaneer he has been called.

Brown, raised in the soil, has a rock for his monument; Jones, a fighter of the seas, has the whole Naval Academy for his. But they are alike in at least one respect—their souls are marching on.

It is not of John Brown, however, this sketch is written, but of John Paul Jones. The comparison simply suggested itself from the names of the two men, "Jones" and "Brown," whose deeds are matters of record in the War and Navy Departments, and it goes to prove after all, there is nothing in a name.

On April 24 last, amid the splendor of a gorgeous naval display, in which a fleet of French and American warships took

part, and bronzed jackies of the sea went shoulder to shoulder with the dapper officers and officers-to-be of the navy, the mortal remains of the great naval hero, the corner stone of American sea-fighters, in a metallic casket, were borne on the shoulders of twenty tars, from the receiving vault in the Naval Academy grounds to the Armory, and back to Bancroft Hall, where they were placed in a niche to remain until the chapel, now under construction, is finished. Then once more, but probably with simple ceremonies, the body will receive its fifth and probably last burial.

But was it Jones' body? Perish the thought! That question was settled beyond all peradventure. Nevertheless the circumstances of the long search, and finding the body after a century had passed, give grounds for some doubt to modern minds, so disturbed by investigations, that perhaps after awhile, faith and hope, those necessary guidons of patriotism, may not even have the mantle of charity for defence.

The correspondent of the *Washington Post*, who was sent to Annapolis to report the ceremonies, felt this doubt keenly as



THE "JACKIES" FROM THE BATTLESHIPS.

the train sped on its way; and the doubt lingered all afternoon and late into the night, finally appearing in cold type next day. Seated in the forward coach on the special train, she heard the "starboard" piston of the locomotive answer her thought in steam: "It iss, It iss, It iss, It iss"; while the "port" piston (the spirit of the occasion excuses the use of nautical expressions applied to an engine) angrily shrieked: "It iss'nt, It iss'nt, It iss'nt, It iss'nt"; and it was'nt until the train pulled into the station that the air-hose settled all argument in a very decisive: "Who-o-o-o c-a-a-r-r-e-e-s-s-s."

It really mattered not whether it was the body or sword of John Paul Jones which received the encomiums, for the great American Nation had come to honor the memory of her intrepid admiral, whose determination did so much to establish the navy. And so, to his bier came the head of the nation and many distinguished men of our own and other nations, proud to honor the illustrious, but humble, Jones, in a patriotic manner seldom, if ever, shown by any country.

The ancient city of Annapolis never before, and may never again, be honored with such a gathering of brave men and fair women. Official Washington apparently had transferred itself to Annapolis; and representative Baltimore assisted at the obsequies. The beautiful grounds of the Academy were crowded all day, shining and bristling with the spotless uniforms and weapons of countless French and American marines and blue jackets, companies of cavalry and the thousand cadets, the pets of the nation. The martial music of the Marine Band of Washington, and the

Naval Academy Band, with their scarlet uniforms, adding harmony and color to the scene, made it the most varied naval and military gathering seen in the country for a long time.

The ceremonies of the day were held in the great armory, which has but recently been completed, and seat accommodations for 4,000 people had been provided. The Oratorio Society of Baltimore furnished the choral music, to the accompaniment of the Marine Band and Orchestra. It was not a sombre funeral, although the orations of the day were held over the casket.

The exercises were conducted by Secretary of the Navy Bonaparte, who introduced the speakers, President Roosevelt, Ambassador Jusserand, Gen. Horace Porter and Governor Warfield of Maryland, and many were the occasions for patriotic enthusiasm to burst its bounds, until the great hall rang with animated applause.

It was an impressive scene. The long armory was simply decorated with a generous blending of the tri-color of France and the Stars and Stripes. The casket was draped with the Admiral's flag, and on its head was a single wreath of laurel. Below this wreath lay the gold-hilted sword which was presented to the dead hero by the court of France after his thrilling capture of the *Serapis*. At the casket's foot the naval cadets had placed a single spray of palm.

Before the casket sat Admiral Dewey and Admiral Campion. With them were the officers of the two navies of France and America, while directly behind the bier stood eight enlisted men of the French navy. All around the great hall in columns of fours, at attention, stood the



"A MAN WHO REFUSES TO SURRENDER NEED NEVER MAKE A DEFENCE."

1,200 midshipmen of the academy, and the marines of the ten United States and three French warships riding in the bay.

The President's address was as usual carefully prepared, and toward the close, carried on by the interest of the occasion, he talked forcibly of the need of naval preparation in this country. It was in substance his plea for a larger and stronger navy, sentiments that he has expressed before, but he was never more in earnest in his warning than in the extemporaneous addition to his speech yesterday, and he has seldom better couched the demand for additional sea power on behalf of this country:

"A man who refuses to surrender need never make a defence," said he. "It is well for every American officer to remember that while a surrender may or may not be defensible, the man who refuses to surrender need never make a defence. Then one fact must always be explained; the other needs no explanation.

"I wish that our people as a whole and especially those among us who occupy high legislative or administrative positions, would study the history of our nation, not merely for the purposes of national self gratification but with the desire to learn the lessons that history teaches. Let the men who talk lightly about its being unnecessary for us now to have an army and navy adequate for the work of this nation in the world remember only that such utterances are not merely

foolish; for in their effects they may at any time be fraught with disaster and disgrace to the nation's honor as well as disadvantage to its interest. Let them take to heart some of the lessons which should be learned by the study of the war of 1812. As a people we are too apt to remember that some of our ships did well in that war. We had a few ships—a very few ships—and they did so well as to show the utter folly of not having enough of them. Thanks to our folly as a nation, thanks to the folly that found expression in the views of those at the seat of government, not a ship of any importance had been built within a dozen years before the war began, and the navy was so small that when once the war was on our opponents were able to establish a close blockade throughout the length of our coast, so that not a ship could go from one port to another, and all traffic had to go by land.

"Our parsimony in not preparing an adequate navy (which would have prevented the war) cost in the end literally thousands of dollars for every one dollar we thus foolishly saved. After two years of that war an utterly inconsiderable British force of about 4,000 men was landed here in the bay, defeated with ease a larger body of raw troops put against it and took Washington. I am sorry to say that those of our countrymen who now speak of the deeds usually confine themselves to denouncing the British for having burned certain buildings in Washington. They had better spare their breath. The sin of the invaders in burning the buildings is trivial compared with the sin of our own people in failing to make ready an adequate force to defeat the attempt. This nation was guilty of such shortsightedness, of such folly, of such lack of preparation that it was forced supinely to submit to



"I WISH OUR PEOPLE AS A WHOLE WOULD STUDY THE HISTORY OF OUR NATION."



"WE CAN AFFORD TO DIFFER ON PARTY QUESTIONS, BUT WE CANNOT AFFORD TO DIFFER ON THE ALL-IMPORTANT QUESTION OF KEEPING THE NATIONAL DEFENSES AS THEY SHOULD BE KEPT.

the insult and was impotent to avenge it; and it was only the good fortune of having in Andrew Jackson, a great natural soldier, that prevented a repetition of the disaster at New Orleans. Let us remember our own shortcomings, and see to it that the men in public life to-day are not permitted to bring about a state of things by which we should in effect invite a repetition of such a humiliation.

"We can afford as a people to differ on the ordinary party questions, but if we are both farsighted and patriotic we cannot afford to differ on the all-important question of keeping the national defenses as they should be kept, of not alone keeping up but of going on with building up of the United States navy and of keeping our small army at least at its present size and making it the most efficient for its size that there is on the globe. Remember, you here who are listening to me, that to applaud patriotic sentiments and to turn out to do honor to the dead heroes who by land or by sea won honor for our flag, is only worth while if we are prepared to show that our energies do not exhaust themselves in words; if we are prepared to show that we intend to take to heart the lessons of the past and make things ready so that if ever, which heaven forbid, the need should arise our fighting men on sea and ashore shall be able to rise to the standard established by their predecessors in our services of the past. Those of you who are in public life have a moral right to be here at this celebration to-day only if you are prepared to do your part in building up the navy of the present, for otherwise you

have no right to claim lot or part in the glory and honor and renown of the navy's past.

"So much for what we in civil life outside of public office and within it are to do for you, and must do for you, in the navy. Let you in the navy remember that you must do your part. You will be worthless in war if you have not prepared yourselves for it in peace. You will be utterly unable to rise to the needs of the crisis if you have not by long years of steady and patient work fitted yourselves to get the last ounce of work out of every man, every gun and every ship in the fleet; if you have not practiced steadily on the high seas until each ship can do its best, can show at its best, alone or in conjunction with others in fleet formation. Remember, that no courage can ever stand for lack of that preparedness which makes the courage valuable, and yet, if the courage is there, if the dauntless heart is there, its presence will sometime make up for other shortcomings, while, if with it are combined the other military qualities, the fortunate owner becomes literally invincible."

General Porter's speech was an eloquent tribute to the personality of John Paul Jones. He said in part:

The two distinct natures Paul Jones possessed lend a peculiar interest to his personality. He displayed the fierce temerity of the ancient sea kings combined with the knightly courtesy of medieval chivalry. At one time we find him aboard the *Bonhomme Richard*, the frail merchant ship he had hurriedly converted into a



"NO COURAGE CAN EVER STAND FOR LACK OF THAT PREPAREDNESS WHICH MAKES THE COURAGE VALUABLE."

man-of-war, equipped with condemned guns whose explosion early decimated his crew, attacking the *Serapis*, a much superior British ship, just off her own shores, his vessel soon a wreck and sinking, most of his guns disabled, half of his motley crew of Americans and French lying about him dead or dying, and when asked by his antagonist, who saw his desperate condition, whether he had struck his flag, replying, "I've just begun to fight." Then, by the inspiration of his example forging weaklings into giants, capturing his opponents, snatching victory from defeat and transferring his crew to his prize before his own ship went down with her flag still floating defiantly from the mast.

At another time we see him arrayed in the height of fashion, displaying an easy manner and marked elegance in the brilliant salons of the most polite court of Europe, replying gracefully to the compliments of kings and princes in fluent English, French and Spanish. Hero, he showed that he could tread the polished floor of a royal palace as becomingly as the blood-stained deck of a man-of-war.

He was a many-sided man. On the water he was the wizard of the sea. On the land he showed himself an adept in the realms of diplomacy. While his exploits as a sailor eclipsed by their brilliancy his triumphs as a diplomat, he often showed himself a master both of the science of statecraft and the subtleties of diplomacy.

At the outbreak of our Revolution, after he had presented to Congress, by request, his celebrated suggestions for the organization of an efficient navy—a plan as applicable fundamentally to the service to-day as then—he wrote: "As this is to be the foundation—or, I may say, the first keel timber of a new navy—which all patriots must hope shall become the foremost of the world." *

He was the very personification of valor. He ranked courage as the manliest of human attributes. He loved brave men; he loathed cowards. He believed that there was scarcely a sin for which courage could not atone. He showed this trait in all the aphorisms he uttered, such as: "Boldness, not caution, wins." "Men mean more than guns in the rating of ships." "I am not calculating risks, but estimating the chances of success." As long as manly courage is talked of or heroic deeds are honored there will remain green in the hearts of brave men the talismanic name of Paul Jones.

The admiral had that tenderness of heart which is usually coupled with true courage. While he could resort to stern measures in enforcing discipline and suppressing mutiny he governed his crew more by attaching them to him by kind acts and just treatment than by corporal punishment. Referring to his command of the *Providence*, he wrote: "There was no cat-o'-nine tails aboard, because I threw the only one we had in the sea the first day out." Again he said: "I wish all my men to be contented and happy."

His heart was not often attuned to mirth; its chords were frequently set to strains of sadness. For years he was engaged in a struggle against insubordination, treachery, jealousy, neglect at home and abuse abroad. His enemies opened their flood-gates of calumny. No misrepresentation of his acts was too gross, no distortion of history too monstrous. These well-concerted attacks of the pen succeeded in large measure in

setting him before the old world in an aspect that was a vicious caricature of his true nature and even gave so erroneous an impression of him in this country.

He had to learn that in public life all hours wound, the last one pills. He lived to realize that success is like sunshine—it brings out the vipers, and that the laurel is a narcotic that prevents others from sleeping.

Worn out with the fatigues of arduous service at the untimely age of forty-five, alone in a foreign land, he surrendered to death, the only foe to whom he ever lowered his colors. By some strange and unaccountable fatality he was covered immediately with the mantle of forgetfulness. In all the annals of history there is not another case in which death has caused so conspicuous a man to drop at once from the height of prominence to the depth of oblivion.

He enjoyed the unique distinction of being the first to hoist the present form of our flags upon an American man-of-war, the first to receive a



ADMIRAL JOHN PAUL JONES.

salute to it from a foreign power, the first to raise it upon a hostile warship of superior strength captured in battle, and under his command that banner was never once lowered from its proud supremacy. He is the only commander in history who ever landed an American force upon an European Coast.

Congress complimented him by resolution, voted him a medal to commemorate his greatest victory and accorded him the privilege of the floor of both houses. He received a similar favor from the constitutional convention. The people of this and other lands organized public demonstrations in his honor; France knighted him; Louis XVI presented him with a gold-mounted sword; Denmark pensioned him; Catharine of Russia created him an admiral, conferred upon him royal decorations and loaded him with marks of distinction. If he had lived a little longer he would in all probability have been named admiral of France.

No inscription was engraved upon his coffin, no statue was erected in his honor, no ship was given his name, no public building was called after him. It required six years of research to find the apartment in which he lived in Paris and held his brilliant salons, which were attended by the foremost celebrities of the period, and as long a time to discover his unmarked and forgotten grave. When finally his exact place of burial had been definitely located by authentic documents and other positive evidence, the ground presented so repulsive an appearance that the aspect was painful beyond expression.

There was presented the spectacle of a hero who had once been the idol of the American

people, lying for more than a century like an obscure outcast in an abandoned cemetery which had been covered later by a dump pile to a height of fifteen feet, where dogs and horses had been buried and the soil was soaked with polluted waters from undrained laundries. As busy feet tramped over the ground the spirit of the hero who lay beneath might well have been moved to cry, in the words of the motto of his first flag, not in defiance, but in supplication then, "Don't tread on me." No American citizen upon contemplating on the spot these painful circumstances could have shrunk from an attempt to secure for his remains a more deserving sepulture.



FAC SIMILE OF GOLD MEDALS ISSUED BY LOUISIANA PURCHASE EXPOSITION
TO BALTIMORE & OHIO RAILROAD.

THE GREAT MONUMENT.

BY F. J. YOUNG.



WASHINGTON NATIONAL MONUMENT.

TOWERING above its surroundings and conspicuous for miles from all directions stands the mighty obelisk erected to honor the memory of the first President.

In 1783 the Continental Congress, in a burst of enthusiasm, resolved "That an equestrian statue of General Washington be erected at the place where the residence of Congress shall be established." This was to be of bronze showing the General in Roman dress with head encircled by a laurel wreath, and to be mounted upon a marble pedestal upon which should be depicted scenes from the principal events of the Revolutionary War, and suitably inscribed. It was also provided that this statue should be executed by the best artist in Europe, and that the money to defray the expense should be taken from the treasury of the United States. Having passed this resolution unanimously, Congress seems to have considered its duty done. No further action was taken until 1799, when upon the death of Washington a joint committee of the two branches met to consider a suitable manner of paying honor to his memory and it was resolved to erect a monument in the capital city, and to request Mrs. Washington to permit his body to be deposited under such monument. She consented,

whereupon the House of Representatives voted to carry into effect at once the resolution of 1783, amended to erect a monument instead of the statue provided by the original proposition.

For some reason the Senate did not concur and the entire matter slept until 1816, when it was revived, with the change that the body should be removed to a tomb in the capitol building, under the rotunda, and the monument built on the plaza east of the capitol, and a vault was prepared to receive the remains. But by this time Mrs. Washington had died and been buried beside her husband and the family refused to allow the remains to be removed. The question was again raised three years later, but nothing was done. In 1824 Mr. Buchanan, afterwards president, introduced a resolution of inquiry, but it was tabled. In 1833 a number of patriotic citizens of this city formed an association for the purpose of erecting a suitable monument, the great Chief Justice Marshall being chosen chairman. An appeal was issued to the country, asking the citizens to redeem the oft broken promises of Congress, and calling for voluntary contributions, and to give the matter a popular character, the amount to be received from any one person was limited to \$1.00; two years later, Justice Marshall having died, ex-President Madison succeeded him as chairman. The collections came in very slowly, and although placed at interest as received, in fourteen years the amount had reached but \$87,000. However, it was decided to begin operations and trust to public sentiment to secure funds to proceed.

When the capital city was located at Washington, among other features planned was an imposing shaft to commemorate the gaining of our independence. The site for this was chosen by Washington himself, on a prominent point near, and about 30 feet above, the Potomac, a short distance from the center of the District of Columbia as it then existed. While a monument on this spot would be visible from all directions for several miles, it was especially desired to have it in plain sight of vessels ascending the river. Alexandria was then one of

the principal seaports of the country, and was expected to be visited by vessels from every nation, and the fact that it could be seen from Mt. Vernon was no doubt a point in its favor, in Washington's eyes.

Congress gladly donated this reservation by the river and on July 4, 1848, the corner stone, a block of marble weighing 24,500 pounds, from a quarry near Baltimore, was laid with great ceremony, a parade of military and secret societies being a feature of the occasion. The oration was delivered by Hon. R. C. Winthrop, Speaker of the House, and the day closed with an elaborate display of fireworks and a reception to the public by the President.

Having fairly begun the work, every effort was made to continue—the \$1.00 limit was soon abandoned and contributions large or small were urged. Each State was invited to send a block of marble or granite, suitably inscribed, to be inserted in the inner walls, later, foreign nations were invited to make similar contributions and in order to stimulate interest, cities, towns and organizations were included, provided a cash contribution of suitable size was made. Among those from abroad, were blocks from Turkey, Wales, China and Japan, and one from the Pope. This latter, of dark marble from one of the old Roman temples, was the cause of great trouble to the struggling Monument Society. At that time a political party calling itself "True Americans," but popularly termed "know nothings," founded chiefly on opposition to the Roman Catholic Church, had obtained a foothold in the country, and the acceptance of this stone was vigorously opposed by them. Many numerously signed protests were sent to the committee and many papers and excited orators voiced the ruin which would fall on the nation if Rome was recognized, in fact, the commotion, in the light of to-day, seems much like a tempest in a tea-pot.

The stone was stored with others in a shed on the monument grounds. On the night of March 6, 1854, a party of men suddenly surrounded the sentry box in which the armed watchman had taken refuge from the falling rain, and winding around it a rope, overturned the box, door downward, thereby rendering the watchman helpless. The Pope's stone was then conveyed to the river, placed on a flat boat and sunk somewhere in the Potomac. The

result of this proceeding was disastrous to the monument fund, as it angered a number of citizens who were members of the Catholic church. The business interests of the country were in a depressed condition, contributions had virtually ceased, and the committee, thoroughly discouraged, reported to Congress in December, 1854, that it had spent \$230,000, and that the height of 153 feet had been reached, and being unable to devise any means to continue the work, they appealed to the nation for a donation of \$200,000. But before any action was taken the Know Nothing party came to the front again.

As has been stated, the Monument Committee was composed of citizens who had assumed the task voluntarily, and had been virtually self appointed. On February 22, 1855, a crowd of men assembled at a hall in the city and held what purported to be an election for a new committee. No authority existed for this action, but the Know Nothing party, whose members had arranged this meeting and seventeen of whom were declared elected, said they had as much right to elect a board as the others had, and they at once demanded possession of the books, papers, etc. The superintendent of the monument, refusing to give possession, was forcibly ejected. Each party at once issued an address to the people warning them against the other. To show their earnestness, the new board laid two courses of stone, but the result of the situation was to almost entirely shut off contributions to either party. This state of affairs continued until 1858, when the party in possession having only been able to collect about \$700, abandoned the work. Steps were at once taken to prevent any such trouble in the future by applying to Congress for a charter and incorporating the Society. The President of the United States was chosen chairman, and among the eighteen who composed the board were Winfield Scott and W. W. Corcoran.

The new board was met with the old condition—an empty treasury, and no way of filling it except by inducing contributions. Again was the situation explained through circulars and advertisements. State legislatures, political, business and military organizations, churches and schools—all were urged to take part in the patriotic work, and to be sure that no one was overlooked, boxes were placed in every post office in the country.

Much was hoped for from this latter plan, but it was a disappointment, for in 1861 the total receipts were but \$88.52.

The opening of the Civil War absorbed attention and no further work was attempted, a covering of boards being placed over the top. In 1876, the centennial year, an attempt was made to revive interest, but with little success, so far as contributions were concerned, but July 5 Senator Sherman introduced into the Senate a resolution providing that Congress should assume charge of and complete the monument. Considerable opposition developed and it was seriously proposed to tear down the 150 or more feet already erected and build an arch of the material, the *New York Tribune*, the leading paper in the country, championing this, and alluding to the unfinished shaft as a big chimney of wretched design, in a wretched location, on a poor foundation, and with an empty treasury.

Finally the resolution passed both branches and was approved by President Grant. From this time progress was steady. The estimated weight of the finished shaft was over 81,000 tons, and the engineer officer detailed to supervise the work decided that the foundation composed of blocks laid in mortar was not sufficient to support the immense weight, and found that with about one-third of the structure completed there had been a settling of nearly $1\frac{1}{2}$ inches at one corner. A difficult feat of engineering was decided upon—this was to remove the old foundation 80 feet square and 7 feet 6 inches deep, a section at a time, and replace it by a solid mass of concrete 127 feet square by 36 feet 6 inches deep, and so skillfully was this done that the total settling was about $2\frac{1}{2}$ inches, and the inequality at the corner was corrected. The work proceeded as rapidly as the material could be delivered, and the final chapter in this great undertaking was written December 6, 1884, when the capstone, a triangular block of marble tipped with aluminum, and weighing 3,800 pounds, was placed, and the work pronounced complete.

On February 21, 1885, the 22d falling on Sunday, the formal dedication occurred, the orator selected for the occasion being Hon. R. C. Winthrop, who had officiated at the laying of the corner stone thirty-seven years before, but he being unable to attend on account of illness, the address prepared

by him was read by ex-Governor J. D. Long, afterwards Secretary of the Navy in McKinley's cabinet. As on that occasion a parade was a prominent feature of the ceremonies, but the weather being intensely cold this was confined principally to the military, Lieutenant-General Sheridan being the marshal. The completed structure, 555 feet 5 inches high, is 55 feet square outside at the base, where the walls are 15 feet thick. Built of marble, backed by granite, the thickness gradually decreases until the landing, 500 feet up, is reached. The weight is 81,120 tons; the cost was \$1,187,713.30, of which \$98,000 was used replacing the foundation. About \$300,000 of this had been collected from the people. The outer wall above the 150-foot line contains 9,613 blocks; on the inner wall is displayed the 176 blocks or tablets donated, some of them being very fine, others out of place in such a structure. The first one appears 30 feet from the lower landing, the highest is 250 feet up and bears a Welsh inscription. Michigan is represented at a height of 210 feet by a copper block weighing nearly a ton, ten feet higher is a stone which the raised silver letters show to be from Nevada. When the monument was planned, elevators were unknown, and it was expected that visitors would climb the stairs and examine these rare stones at their leisure. Nine hundred iron steps, with a landing every ten feet, lead to the top, about twenty-five minutes steady climbing being necessary to surmount them, and most of the visitors prefer to use the elevator. From 9.00 to 5.00 trips are made each half hour, thirty-five being carried at once. Grated doors appear at 50-foot intervals, but no stops are made. This is a much visited place; in the year ending December 29 last, 145,613 were recorded of whom 110,968 were carried by the elevator on its 5,472 trips, and almost every nation was represented. In March, when a host of strangers were drawn to the city by the inauguration and beginning of a new administration, the record was 24,573—high water mark for the year. On some of the handsomely engraved stones the fool with a pencil has made his mark and the names of John Jones or Peter Smith appear. The watchman on the upper landing is expected to enjoy the joke about his office being a high one, which he hears several times daily, and the elevator conductor is frequently reminded that there are ups and downs in his life. One

making the trip will be well repaid for the time spent. There are two large windows on each side, from which a view is obtained which cannot be had elsewhere.

To the south is the Potomac flowing to the sea, the white sails of ships and the smoke of steamers visible for miles. Alexandria, six miles distant, seems to have moved up nearly to the wharves. To the west the stately columns of the Arlington mansion and the cavalry post at Fort Myer seem very near, as do the gray towers of the oldest Jesuit college in America, built in 1788 on the hill overlooking the old town of Georgetown. The bridge connecting the District with Virginia is in view and beyond the river winding through the rocky channel; beside it for miles is the canal, with its numerous boats drawn by mules. The well-kept walks of the Smithsonian Institution and the Agricultural grounds, near at hand, show to advantage with their beds of flowers and sparkling fountains, and close by is the Bureau of Engraving and Printing, where all our currency is printed. On the north and east the city stretches far, looking like a map with raised figures, the streets narrowed and the public buildings diminished in size.

The capitol, which overlooks the city, is now below. The charge is vested in the Superintendent of Public Grounds, an engineer officer of the army, but there is a monument committee of which the President is ex-officio chairman, the duties of which seem to consist in meeting each February 22, partaking of a luncheon and hearing a report of the number of visitors during the year, and any other items of interest.

The members are citizens of long residence and prominence, and the position is considered one of distinction. At the last meeting it was stated that every State and Territory but three are represented by memorial stones and efforts are to be made to supply these omissions. This gigantic shaft, plain, massive, with no decoration or inscription, is one of the most impressive objects imaginable, and stands without an equal on the globe.

To realize its magnitude it is necessary to stand at the foot. From a distance it looks large, but as one approaches it seems to grow at every step. One of the criticisms made by those who preferred some other form, was that the design was that of the Egyptian obelisks, which were cut from single stones; but this, an obelisk composed of many stones, which typifies our national motto, *e pluribus unum*—many in one—is particularly appropriate.

The completed work is not to be regarded as a work of art, and was not so intended, but stands a unique tribute to the memory of one who towers above others in the estimation of his countrymen as does this above other structures reared by man.

With a glass, may be seen Mt. Vernon, twelve miles away, the home and burial place of him to whose memory this stately shaft is dedicated:

“And where beside his stately home
He heard Potomac flowing,
And through his tall ancestral trees
Saw Autumn’s sunsets glowing.
He sleeps, still looking to the west,
Beneath the dark woods shadow,
As if he still could see the sun
Sink down on wave and meadow.”





SALT AIR BEACH, NEAR SALT LAKE CITY.



TEMPLE AND TABERNACLE, SALT LAKE CITY.

DENVER, COLORADO.

Where the Elks Will Hold Their Convention in July.

IT has been said: "Denver, the capital of Colorado and the metropolis of the middle West, is situated at the base of the front or snowy range of the Rocky Mountains, at an altitude of one mile above the level of the sea. The population is about 175,000, composed of the best citizens from all parts of the United States. It is extremely well built. Its streets are wide and well kept—trees and lawns are everywhere. Business blocks of eight and ten stories, together with scores of lesser magnitude, magnificent public buildings, handsome hotels, church edifices of extreme beauty, public schools which equal those of any city in the country, and a vast number of magnificent private residences, together with its splendidly paved streets, all tend to make Denver, the 'Queen City of the Plains,' one of the handsomest and most attractive cities in the Union."

Denver's chief pride is its City Park, containing 320 acres, located in the extreme eastern portion of the city. There is a half-mile speedway, a fine bicycle track, two lakes, on which repose graceful row-boats and swift launches, extensive lawns, magnificent flower beds and greenhouses, and one of the finest zoological collections in the West; there is also in course of construction a fine museum which will contain the largest and best collection of animals and birds native to the Rocky Mountain region in the world, together with numerous relics from the famous cliff ruins of the Southwest. During the summer season free band concerts are given afternoon and evening. There are other parks in Denver which eventually, when connected, as now contemplated, with the City Park by a boulevard, will give Denver one of the finest systems of parks in the country.

Denver's business interests are varied; mining, agriculture and horticulture all contribute to Denver's greatness. The wholesale houses supply the State with every variety of articles used in modern life. The retail stores are quite the equal of those of the greater eastern cities. Fifteen railroads center in Denver, bringing in thousands of tons of freight and thousands of passengers daily.

The best manner in which to view the attractions of this beautiful city is by the

use of its magnificent street railway system, consisting of about 150 miles of track, and radiating from the center of the city to all the various residence portions and to the outlying suburbs. Transfers are given freely, enabling one to view the city at very small expense. There is a "Seeing Denver" car, which makes the tour of the city twice or oftener daily; fare 50 cents. "Seeing Denver" automobiles may also be utilized; fare \$1.00.

Denver is fortunate in the possession of a great number of commodious, well-appointed and well-conducted hotels and restaurants. Perhaps no city in the country of like size possesses to a greater or more satisfactory degree accommodations of this character.

Last year the Epworth League Convention and the Annual Encampment of the Grand Army of the Republic were held in Denver, and at one time over 100,000 visitors were in the city, yet arrangements were made for the accommodation of all in the most satisfactory manner.

Persons desiring room and board in the residence sections can be accommodated; they can have the comforts of a quiet home and at the same time have convenient access to the center of the city.

The Grand Lodge meeting of the Benevolent and Protective Order of Elks, to be held in Denver, July 16 to 21, 1906, will be one of the largest meetings ever held by the Elks, and Denver Lodge No. 17, as well as the other State lodges and the citizens of Denver and the State, have made extensive preparations for the meeting.

A large sum of money has been raised by the Denver Lodge, to which has been added liberal subscriptions by the business men of the city and State, providing an ample fund for the use of the various committees in entertaining the guests.

An extensive program is being prepared. The city will be handsomely decorated and there will be an electrical display unsurpassed on any similar occasion in this country. All the citizens of Denver and of the State will put forth special efforts towards making this reunion one of the most memorable in the history of the organization.—*From Denver & Rio Grande Railroad.*

SAN FRANCISCO.

"In perpetuum memoriam." That he who runs may read.

The Past.

EARLY Wednesday morning, April 18, 1906, San Francisco, the "Golden Gate City," was destroyed by earthquake and fire. Out of a population of 400,000, a thousand people lost their lives and 300,000 were rendered homeless. The total value of property destroyed was about \$350,000,000, greater by millions than that lost in any catastrophe. Of this amount not more than one-half was covered by insurance. The broken gas mains aided the spread of fire and the broken water main made it impossible to fight it. Within forty-eight hours over 7,680 acres or twelve square miles of the beautiful city were laid waste.

The Present—The Human Side.

One week after the fire \$16,000,000 had been subscribed for a relief fund. As a matter of comparison, there was raised a relief fund of \$3,500,000 after the Chicago fire in the first month. Galveston and Johnstown each had about \$3,000,000 after their disasters. The unprecedented display of benevolence throughout the country has been tersely commented on by the press:

"It is the reaffirmation of the brotherhood of man."—*Duluth Herald*.

"It is proof incontestable that humanity is at heart infinitely kinder and better and less selfish than it esteems itself."—*Chicago Chronicle*.

Large gifts were made by the big corporations, eliciting many editorials as:

"A sweeping correction of careless popular misjudgment! What a crushing rebuke for the base, conscienceless calumniators of the American people, with mean mind and foul pens portraying for pay an imaginary race of hyena-humans and palming them off upon the public as typical examples of the business and official life of the nation. The men they have vilified were the first and largest givers."—*New York Times*.

"The people who are generally loudest in their invectives against these corporations are generally conspicuously absent from the subscription lists.

"We have seen the rigid application of the maxim, *richesse oblige*. Great sums have been forthcoming from great fortunes. When our modern levelers have got these all divided on a per capita basis, will they

see to it that generosity—or, at least the habit of giving—is also spread in widest commonalty, so that our fund of insurance against disasters shall not be cut into perilously?"—*New York Post*.

"It is easy to be generous in the first burst of enthusiasm. The hope now is that Americans will continue the system of giving which has been so nobly inaugurated and that the courage of the San Franciscans to go bravely forward to new achievements may be strengthened by all possible help from the outside."—*Providence Journal*.

The total amount raised up to date amounts to indefinite millions, and every class of citizen in the United States, rich and poor, black and white, Christian and heathen, contributed to the amount.

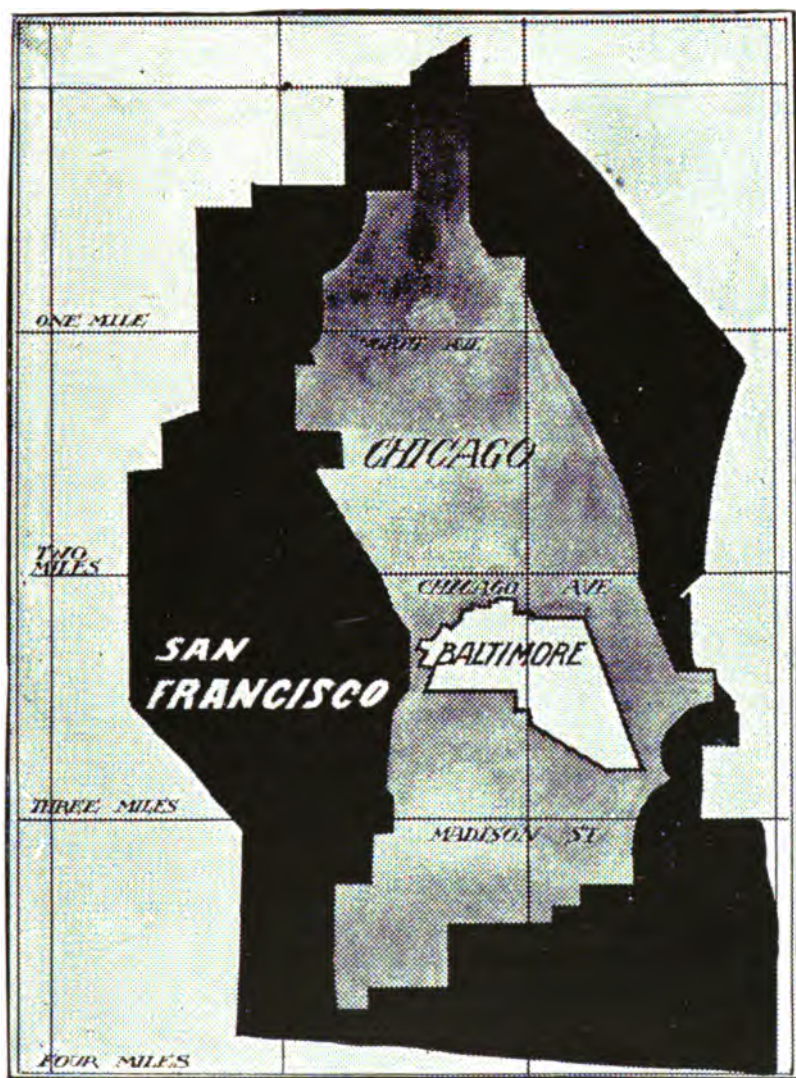
The Future.

It will be recalled that only last year plans were prepared by Mr. D. H. Burnham, the famous architect and reconstructor of cities, for a better San Francisco. Three days before the fire the "*Call*" said: "San Francisco has an impetus that nothing can check. Cosmopolitan, uttering more languages than made the confusion of Babel, combining the energies and the arts of many peoples, the meeting place of the occident and the orient, with the picturesque features of both, this city is emerging into literature and rising to her inheritance and opportunity."

There is no doubt now—three weeks after the catastrophe—the statement was safe and the "spirit of '49" will prevail.

Scarcely twenty-four hours had elapsed before the city officials were meeting and discussing plans. The fire drove them from one place to another as if in mockery; but when the flames had devoured almost everything, the cleaning up had begun.

The times are swift, the country never more prosperous, the people never before so generous. Baltimore almost recovered in two years from what was thought at the time a great calamity; and her fire, without the loss of a life, should hardly be mentioned in the same breath with the losses of her sister city; yet San Francisco *must* and will rebuild even more rapidly; *must* be greater and stronger, and her calamity will have been the crucible from which the dross has been taken from the gold.



THE ABOVE DIAGRAM FROM THE "BALTIMORE AMERICAN" SHOWS THE COMPARATIVE AREAS COVERED BY THE GREAT FIRES OF CHICAGO, BALTIMORE AND SAN FRANCISCO.

THE CONQUERORS.

WEX JONES IN SAN FRANCISCO "EXAMINER."

The West was a wilderness once, and the men
Who made it a garden will make it again;
Or their sons, who are sprung of the true bulldog line,
To link each brave year with the brave Forty-nine.

On the anvil of Earth, with Fate for the sledge,
The will of the West got its temper and edge;
No disaster can turn it, no grief give it stay,
For the will of the West must have its way.

Though palaces crumble in ashes and dust,
The West has its will and its vigor to trust;
And, quietly facing the future, is filled
Less with grief over ruin than ardor to build.

Thus orchard and vineyard again shall bestow
Their fruit of the sun on the city below.
And again to the gate where the long bay lies curled
Shall argosies fare with the wealth of a world.

San Francisco again on the hilltops shall stand,
Desired of the sea and beloved of the land,
More splendid, more certain, more true for the test,
Firm-founded forever in the heart of the West.

RAPID BRIDGE BUILDING.

RECORDS for quick work for bridge building on the Baltimore & Ohio Railroad were broken one day last month, when the old bridge across Swan Creek was removed and the new bridge placed in its correct position in exactly four minutes. Swan Creek is located on the Philadelphia Division, about two miles east of Aberdeen, Md. The erection of the new bridge on the outside of the old bridge was completed the day before, with the floor system all in place, the rails spiked to the ties, the old and new structure connected up, and the engine and all tackle secure and ready to make the movement between trains. As soon as the Royal Blue Line train, which left Baltimore at 9.50 a. m., crossed the bridge at 10.48, the company's track forces removed the rail at each end of the old bridge. This required four minutes. Then the erectors started their engine, and at 10.56 the change of bridges had been made. As soon as the new one was in position the track forces immediately began to connect the rails on the approaches to the rails on the bridge. This required about thirty-five minutes for the westbound track and about forty-two minutes for the eastbound track. The total period, from the time the track was cut to the time the track was connected up, was forty-three minutes for the westbound, and fifty minutes for the eastbound track.

As a usual thing such work, though intensely interesting to most of the railroad company's officials who are directly concerned, and the contractor having the job, does not stir up much interest or create much impression with the public; yet, at the same time, the erection of a bridge is a most serious operation and very dangerous work on account of the liability of accident to men, trains and structure.

The old bridge across Swan Creek was a double-track truss of a span of about 115 feet center to center end pins. On account of the extremely heavy traffic over this division it was determined to renew this structure with a plate girder bridge composed of two spans, one of 80 feet and one of 36½ feet, the abutting ends of these girder spans resting on a pier built under the present structure.

On the west end of this bridge there are water tanks placed between the rails, from which engines, in order to obtain water, must run at a fairly high rate of speed. It was, therefore, impracticable, from an operating standpoint, to reduce speed over this structure while it was in course of erection, as a reduction of speed would not enable the engine to take water. As a usual thing, during the course of the erection of a bridge of this character, all trains are brought to a very slow speed, so as to assure safety, as there is always a liability of a member being disconnected or tackle hanging down which may result in damage, unless the trains are under full control, and the old structure is removed piece by piece and the new structure erected piece by piece, right in its correct position.

In the case of the Swan Creek bridge, where trains must run at fast speed or the operation of the road seriously embarrassed, it was necessary to erect the new structure on the outside of the old structure, then attach the two structures together and pull the old one out of place and the new one into the position previously occupied by the old bridge, and all preparatory work had to be done without slacking of speed of any of the trains, and the pulling of the old structure out and the new one in had to be done between the schedule time of the trains.

NEW NATIONAL MUSEUM AT WASHINGTON.

FROM WASHINGTON "STAR."

PLANS have just been completed for the new National Museum Building in the Mall, although the work has been under way for months. The details are now settled to the satisfaction of the board of regents. Superintendent Green and the Congressional Committee having the matter in charge.

The size of the great rectangle will be about 570 feet frontage by about 320 feet in depth. The ornamental entrance is to face inward toward the Mall, but there will be almost as impressive an entrance from the side at 10th and B streets.

In a general way it may be said that the building will consist primarily of a main part in the shape of a broad T, comprising three wide wings or sections diverging at right angles from a large rotunda at the southern or principal entrance. Ranges of narrower width, one on each side and two at the north, will connect the three ends of the T or main sections so as to inclose two large open courts (each 128 feet square) and thus complete the quadrangle. The two south sections which, with the rotunda, comprise the front part of the building, will project slightly at each end beyond the walls of the side ranges.

As the land rises rapidly southward from B street, it has been planned to have the basement floor slightly above the level of that street, but at the south the top of the basement will be nearly on a level with the ground. Suitable embankments will be built along the sides of the building, inclosing a broad area, which will also extend along the south front, thus making the basement equivalent to a full story for at least workroom, laboratory, storage and heating purposes. Its height will be fourteen feet.

INTENDED FOR THE PUBLIC.

The first and second stories, intended for the public, will be about twenty-three feet and twenty feet high, respectively. The windows will measure fourteen feet nine inches high in the first and twelve feet high in the second, the corresponding ones in the two stories occupying the same embrasure, though separated by ornamental

metal work. These windows will be about eleven and one-half feet wide, and the intervening wall space about seven feet wide, giving a unit for the installation of exhibits of eighteen feet six inches.

The third story will be twelve feet in height, with windows about seven feet high by five feet three inches wide, thus furnishing ample light for all the requirements of the laboratories and storerooms. In the three main sections of the building there will still be another low story above the last, suitable for the storage of dried specimens.

The building will cost \$3,500,000, but it will be a very impressive pile in comparison with the cost, for there is to be little in the way of interior partition walls, the floor space being left as clear as possible for the better arrangement of the exhibits.

ARRANGEMENT OF EXHIBITS.

The exact plan on which the exhibits will be arranged has not yet been determined, but the building will be divided between scientific and applied geology, the industrial arts, the fine arts and zoological collections. In many of the rooms of the new building it will be possible to quarter the skilled workmen of the museum, the laboratories and particular shops of one sort and another, on whose skill and cunning the great wonderhouse depends for much of its attractiveness.

With the three buildings, the National Museum, the Smithsonian and the "new building," the scientists will be able to store, quarter and exhibit all of their collections and works, abandoning the flimsy, fire-inviting structures scattered over much of the south section of the city, where the collections have been stored out of sight for many years. It will not be possible to put all of the collections on exhibition, but there will be many things brought to light for which heretofore there has been no room, and the collections that have to be stored will at least be in a fire-proof building.

According to present plans the structure will be completed in about two years.

HUMOR AND THE HUMORIST.

UNCLE SAM SPEAKS.

W. J. LAMPTON IN "JUDGE."

Vesuvius, most majestic queen,
Throned by your sapphire sea,
In robes of crimson lava streams
And crown of blazonry,
Your heaving bosom shakes the land,
Your angry frown appalls,
And Italy grows gray with fear
Whene'er your sceptre falls.
But say, Vesuve!
You'll have to get a move
On yourself if you want to keep up with Me.
See?
You don't?
Well, rear up on your hind legs,
Stretch your neck
And rubber over here
At our California wreck.
Made right at home, too,
And no foreign importation.
It's the Real Thing done on the spot;
That's what,
And you are not
In it
A minute
With me.
See?
We're modest in our way,
Not caring about earthquakes every day;
But say!
When we do have one
We put all others on the run,
And we don't sputter and flare up
And blow out
About
It, either, like you do.
Your Uncle Samuel is the goods,
And when his flag's unfurled
For earthquakes, or for anything,
He simply beats the world.
And say, Vesuve!
You watch Frisco
And them other Califortunemakers
And see something doin'
In the wreck and the ruin,
Watch 'em and choose 'em as patterns
For people that lay down and whine
When they're punched in the slats by disaster
And call it the wrath divine.
Jist watch 'em, I tell you, and see 'em
Raise up from their earthquake and do
The things that will make their old city
A slum, as compared with the new.
Them Californians are wonders.
They are built on a plan to win,
And the Golden Gate stands open
For the wealth of the world to come in.
That's your Uncle Sam,
And he don't give a continental.
Let the earthquakes come,
From centre to girth;
They can't shake the Yankee
Off the earth.
Skiddoo? Not much!
And 23?
He beats it to a frazzle.
See?

AMERICAN PRESS HUMORISTS.

HUMORISTS—GALLEY 2.

If every one who has given us his word will keep it, too, we'll have a big convention in Philadelphia June 4-9. Returns are coming in finely, even the far western fellows promising to be on hand, although the question of transportation does bother them a bit. Money for dues is also flowing into the treasury, and it's coming in the shape of checks mostly—indicating private bank accounts!

Everything is most encouraging!

President Rose has been drumming up recruits, and some others have caught the fever, with the result that the following new members have been added to the rolls: H. S. Harrison, "Times-Despatch," Richmond, Va.; John Kendrick Bangs, Rye, N. Y.; Charles Battell Loomis; Arthur Lewis Tubbs, "Bulletin," Philadelphia; Sewell Collins, "Life," New York, and Mark Twain, Ninth Street and Fifth Avenue, New York City.

It isn't the habit of the A. P. H. to make any undue fuss over new members, but we are inclined to make an exception of Mark Twain, because of his age. We take our hats off to Mark, and he has promised to take his off to us next June if it is at all possible for him to be present. He made this statement to us, sitting in his parlor, last Wednesday. We might mention also that John Kendrick Bangs has started in suspiciously (we wrote "auspiciously," but the intelligent typo made it "suspiciously," and maybe that's nearer correct) by paying his dues in advance.

We haven't been able to notify Charles Battell Loomis of his election. We believe he is busy jumping about from platform to platform, keeping the frost off Jerrum-Kay-Jerrum. However, we believe he will show up with his five-spot in June. Harrison, Collins and Tubbs will be here sure, and so will some other new ones, we hope. We want the old members to rope in all the new mavericks they can.

We're making elaborate plans for your entertainment in Philadelphia. Please make note of these few items:

An auto jaunt through Fairmount Park.
A "Night in Bohemia," Pen and Pencil Club.
A Planked Shad feast down the Delaware.
A Summer Night at Willow Grove.
A Banquet at the Bellevue-Stratford.
A day or two at Atlantic City.

For goodness' sake! what more do you want? Eat, drink and be merry in Philadelphia this year, for next year you are likely to be buried.

Galley 3, which will be mailed to you next week, will tell you something about hotel accommodations and the like o' that.

Don't forget the time—June 4-9.

Yours fraternally,

T. A. DALY,
Sec.-Treas.

MODERN THERAPEUTICS.

STRICKLAND W. GILLILAN IN "JUDGE."

I went to a modern doctor to learn what it was
was wrong.
I'd lately been off my fodder, and life was no
more a song.
He felt of my pulse as they all do, he gazed at
my outstretched tongue;
He took off my coat and weskit and harked at
each wheezing lung.
He fed me a small glass penstank with figures upon
the side,
And this was his final verdict when all of my
marks he'd spied:

"Do you eat fried eggs? Then quit it.
You don't? Then hurry and eat 'em,
Along with some hay that was cut in May—
There are no other foods to beat 'em.
Do you walk? Then stop instanter —
For exercise will not do
For people with whom it doesn't agree—
And this is the rule for you:
Just quit whatever you do do
And begin whatever you don't;
For what you don't do may agree with you
As whatever you do do don't."

Yea, thus saith the modern doctor, "Tradition be
double durned!
What the oldsters knew was nothing compared to
the things we've learned.
There's nothing in this or that thing that's certain
in every case
Any more than a single bonnet's becoming to
every face.
It's all in the diagnosis that tells us the patient's
fix—
The modern who knows his business is up to a
host of tricks.

Do you eat roast pork? Then stop it.
You don't? Then get after it quickly.
For the long-eared ass gives the laugh to grass
And delights in the weed that's prickly.
Do you sleep with the windows open?
Then batten them good and tight
And swallow the same old fetid air
Through all of the snoozesome night.
Just quit whatever you do do
And do whatever you don't;
For what you don't do may agree with you
As whatever you do do don't."

A SARTORIAL TRAGEDY.

BY H. E. WARNER.

Ere this tale I begin
I must tell you distinctly
That the items herein,
All related succinctly,
Came to me—you attend?"—
From a man who should know, sir;
'Twas the tailor's best friend,
Mr. Pillson, the grocer!

Now the tailor, he sat
On a board used for pressing,
And the fur of his cat
He was idly caressing
When Attorney Q. Zipp
Hove in sight, gaily smiling,
With a trivial flip
His spare moments beguiling.

He began right away:
"If you worked for the clergy
And you made it too gay,
Why, their anger would serge—eh?"
But the tailor said naught,
Nor gave way to his feeling,
Though his flashing eyes sought
And were glued to, the ceiling.

"Have you seen the whole cloth
That the liar from Nome spun?"
Now the tailor waxed wroth—
"Or the new Wendell Holmes-pun?"
Then the tailor screamed: "Bah!
I would haf you to know, sir—"
Said the lawyer: "Ha, Ha!
To your mind seems it sew, sir?"

Swift the tailor jumped up
With his goose in his hand, sir,
And exclaimed: "Ach, du pup,
I vill gif you mine anser!
Du bist nicht but ein goose,
Und der teufel's own brudder,
Und I kvick vill turn loose
On vun goose, mit anudder!"

Then he smote hip and thigh
With the might of his muscle,
And he gouged out Zipp's eye
In the subsequent tussle;
Said the judge: "I'll be danged!
With such puns did he fill him?
Let the tailor be hanged
For neglecting to kill him!"





Stub Ends of Thought

By ARTHUR G. LEWIS.



It is hard for some of us to pay interest on the notes of indiscretion after they have been outlawed, save by a sense of moral obligation.

A CONTEMPTIBLE feature of weakness is that which permits us to strike an enemy through the heart of a friend.

Nothing will prove to be so bad to-morrow as it seems to be to-day.

It is not only the memory of the past that holds us to life, but the hope that the future may bury its recollection.

CLEANLINESS for its own sake is a virtue and an indication of the highest form of self-respect.

ONLY small men stand within the shadows of a day which their earnest efforts might have dispelled.

We often confess faults to ourselves that the proper amount of moral courage prohibits our admitting to others.

THE last and longest love of a woman's life is always the ideal affection that she has either realized or lost.

Too many of us grieve after it is too late to do so, and so many of us rejoice before it is time.

Love for child-life increases with our age, as the longing for flowers lives in a desert life.

HUMAN nature is pushing forward toward its millenium, and is retarded at present more by the conceit that influences us than by anything else.

If every one of us would help one person out of the shadows and into the sunshine of life there would be no misery in the world.

SOME men term philosophy that condition which proves discretion to be a necessity and resignation a virtue.

It is cowardly to demand or expect from some one else that which we are unable to accomplish ourselves.

We are all subject to environment and live under its direct influence for either good or evil.

THE stern truths of experience should be gracefully received as testimonials of their own value.

LOVE is the primary state of unselfishness and the secondary condition of self-sacrifice.

SOME of us never look for what we want until it is lost.

BIRTH is the foundation upon which we build the structure which environment, opportunity and effort creates.

A MAN never loves the home of contention, even though his own faults contribute to that condition.

IT IS NOT MANLY.

BY ARTHUR G. LEWIS.

It is not manly to parade success
For failure fathers every well tried plan,
'Tis in the faltering darkness of distress
We best the touch of kindness understand.

It is not manly to bemean a power
We cannot in our weakness claim as ours,
And honesty does not permit an end
Presuming on the friendship of a friend.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE AND PHILADELPHIA TO NEW YORK.

| EFFECTIVE APRIL 1, 1908 | No. 504 DAILY | No. 526 EXCEPT SUNDAY 8 HOUR | No. 528 EXCEPT SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 8 HOUR | No. 506 DAILY | No. 516 DAILY | No. 546 DAILY | No. 512 DAILY | |
|-------------------------------------|------------------|---------------------------------------|-----------------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|-------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM | |
| LV. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 | ----- |
| LV. BALTIMORE, CAMDEN STATION .. | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.45 | 6.00 | 9.00 | 12.39 | 3.51 | ----- |
| LV. BALTIMORE, MT. ROYAL STATION .. | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 | ----- |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.15 | 11.45 | 3.05 | 6.00 | ----- |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 | ----- |
| AR. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 3.33 | 5.43 | 8.43 | ----- |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE APRIL 1, 1908 | No. 508 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 8 HOUR | No. 509 "ROYAL LIMITED" DAILY | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY | |
|-------------------------------------|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|-------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM | |
| LV. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 8.50 | 11.50 | ----- |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 | ----- |
| LV. PHILADELPHIA | 7.40 | 10.32 | 12.30 | 2.14 | 4.18 | 6.18 | 8.35 | 9.30 | 3.35 | ----- |
| LV. BALTIMORE, MT. ROYAL STATION .. | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.18 | 10.55 | 11.32 | 6.00 | ----- |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.20 | 11.00 | 11.36 | 6.05 | ----- |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.10 | 12.10 | 12.31 | 7.25 | ----- |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 2 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|-------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 8.50 PM | ----- |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | ----- |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.18 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| LV. BALTIMORE, MT. ROYAL STATION .. | 2.43 PM | 4.14 PM | 8.18 PM | 10.55 PM | 8.48 AM | 8.48 AM | 11.32 PM | ----- |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 10.00 AM | 11.41 PM | ----- |
| AR. WASHINGTON | 4.05 PM | 5.30 PM | 9.15 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| AR. DEER PARK HOTEL | | | | | 6.27 PM | | | LV 5.10 PM |
| AR. PITTSBURG | | | 7.00 PM | | 7.45 PM | | 9.00 AM | 10.00 PM |
| AR. OLEVELAND | | | 12.15 PM | | | | | LV 4.20 PM |
| AR. WHEELING (EASTERN TIME) | | 5.35 AM | | | | | | 9.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | | 8.50 AM | | | | | | 7.40 AM |
| AR. OHIOAGO | | 5.30 PM | | | 9.00 AM | | | |
| AR. OINOINNATI | 8.05 AM | | | 5.35 PM | | 2.35 AM | | |
| AR. INDIANAPOLIS | 10.55 AM | | | 11.50 PM | | 10.55 AM | | |
| AR. LOUISVILLE | 11.50 AM | | | 9.30 PM | | 7.10 AM | | |
| AR. ST. LOUIS | 5.27 PM | | | 7.28 AM | | 1.40 PM | | |
| AR. OHATTANOOGA | 6.15 PM | | | 6.30 AM | | | | |
| AR. MEMPHIS | | | | 8.25 AM | | | | |
| AR. NEW ORLEANS | 8.45 AM | | | | | | | |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|-------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| LV. OHIOAGO | | | 5.00 PM | 10.40 AM | | | 8.30 PM |
| LV. COLUMBUS | | | | 7.00 PM | | | |
| LV. WHEELING (EASTERN TIME) | | 5.00 PM | | 12.25 AM | | | 11.35 AM |
| LV. OLEVELAND | | | 11.30 PM | | 3.00 PM | | |
| LV. PITTSBURG | | | 8.00 AM | | 9.30 PM | | |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | | | | 8.30 PM | 1.15 PM |
| LV. LOUISVILLE | * 2.10 PM | 8.10 AM | | | | 9.29 PM | 2.50 AM |
| LV. INDIANAPOLIS | * 2.55 PM | † 7.35 AM | | | | 4.30 AM | |
| LV. OINOINNATI | * 6.35 PM | 12.10 PM | | | | 8.00 AM | |
| LV. NEW ORLEANS | | 7.30 PM | | | | | |
| LV. MEMPHIS | | 8.00 PM | | | | | |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | | | | 12.45 PM | |
| LV. DEER PARK HOTEL | | | † 10.25 AM | | | | |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 11.20 PM |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 12.25 PM |
| AR. BALTIMORE, MT. ROYAL STATION .. | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 AM |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| AR. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

ABOVE SCHEDULE WILL BE SLIGHTLY CHANGED MAY 27, 1908

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station.
BELLAIKE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 300 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. O. McGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan and Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MAW, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GRO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DRETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., ————— Passenger Agent.
KANSAS CITY, MO., Box 254, A. O. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., 109-110 Stimson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSETT, City Ticket Agent. 7th St. Station, A. J. O'BONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUOH, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MC CARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FARBOAT, City Passenger Agent; E. D. AYNALIE, Ticket Agent. 1300 Broadway, S. R. FLAMAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 581 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 2d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MC O. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 334 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3556 Market Street, UNION TRANSFER CO., Ticket Agents. 605-5 South 3d Street and 1145 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 405-7 5th Avenue, W. A. PRESTON, City Ticket Agent; A. J. SMITH, City Passenger Agent. 608 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; F. W. AMACK, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FRIKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. O. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md. B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: MARYLAND TRUST BUILDING.

APPRECIATION.

LESLIE C. CORNISH
NORMAN L. BASSETT

LAW OFFICES OF
CORNISH & BASSETT
VICKERY BUILDING

AUGUSTA, MAINE, April 26, 1906.

Mr. D. B. Martin,

Manager Passenger Traffic, B. & O. R. R.,
Baltimore, Md.

Dear Sir:

I have recently taken advantage of one of your special tours to Washington, leaving Boston April 13th, and wish to express my appreciation of the manner in which this tour was conducted. I understand this was one of the largest parties brought to Washington over your road and it was conducted in the most satisfactory manner. Both the train and hotel service were excellent and Mr. Ruth, your conductor, was very considerate and thoughtful on all occasions.

The trip was most enjoyable in every way and I hope to be able to go to Washington again in the near future.

Yours very truly,

Henrietta R. Thompson.

ATLANTIC CITY



Baltimore
& Ohio



CAPE MAY
SEA ISLE CITY
OCEAN CITY, N. J.
OCEAN CITY, MD.
REHOBOTH BEACH, DEL.

EXCURSION TICKETS . . .

ON SALE

FROM ALL POINTS

COMMENCING MAY 1ST

SPLENDID VESTIBULED TRAIN
SERVICE VIA PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

SPECIAL . . . EXCURSIONS

AT

VERY LOW RATES

JUNE 28
JULY 12 and 26
AUGUST 9 and 23
SEPTEMBER 6, 1906

Tickets Good 16 Days, Including
Date of Sale

FROM POINTS EAST OF OHIO RIVER

And on August 16, 1906

FROM POINTS WEST OF THE OHIO RIVER

Tickets Good 15 Days, Including Date of Sale

Deer Park Hotel

DEER PARK, MARYLAND



Most Delightful Summer Resort of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 23, after a most complete renovation of the entire property, making it new throughout. The twelve private cottages have been refurnished, and the thirty-third year of this beautiful mountain resort will find it more prepossessing and enjoyable than at any time in its history.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility — only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six and a quarter hours from Washington; six hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager,

Camden Station, B. & O. R. R., Baltimore, Md. (Until June 1),
Afterward Deer Park, Md.

Baltimore & Ohio R. R.

SPECIAL LOW RATES

FOR THE SUMMER SEASON

On May 1 the usual special low-rate Summer Excursion Tickets will be placed on sale at all principal points on the Baltimore & Ohio Railroad to the various mountain, lake and seashore resorts.

During the summer months greatly reduced fares are named to the following cities, account of various meetings:

BOSTON, MASS.—American Medical Association, June 5 to 8.
American Academy of Medicine, June 2 to 4. National Association of U. S. Pension Examining Surgeons, June 4 to 5.

One fare plus \$1.00 for the round trip from points east of the Ohio River. Tickets on sale June 1 to 6, good returning until June 18. By depositing ticket with Joint Agent at Boston not later than June 18, and payment of \$1.00, an extension of return limit to July 15, 1906, may be obtained.

DENVER, COLORADO SPRINGS and PUEBLO, COLO.—Grand Lodge B. P. O. E., July 16 to 21.

Very low rates from points east and west of the Ohio River. Tickets on sale July 11 to 13, limited for return passage to reach original starting point prior to midnight of August 20, 1906.

TORONTO, CANADA—Sovereign Grand Lodge I. O. O. F., September 15 to 22.

One fare plus \$1.00 for the round trip from points east of the Ohio River, and from points west thereof, one fare plus 25 cents for the round trip. Tickets on sale September 13 to 16, good returning to and including September 24, except that by depositing ticket with Joint Agent at Toronto not later than September 24, and payment of \$1.00, tickets may be extended to October 24, 1906, inclusive.

NEW HAVEN, CONN.—Knights of Columbus, June 3 to 9.

One fare plus \$1.00 for the round trip from points east of the Ohio River, tickets on sale June 3 to 6, inclusive; and from points west thereof, June 2 to 5, limited for return leaving New Haven not later than June 9, except that by depositing ticket with Joint Agent at New Haven not later than June 9, and payment of \$1.00, an extension of return limit may be obtained leaving New Haven up to and including June 30, 1906. Stop-over at New York will be allowed on return trip.

PORTLAND, ORE.—Hotel Men's Mutual Benefit Association of United States and Canada, June 25 to 29.

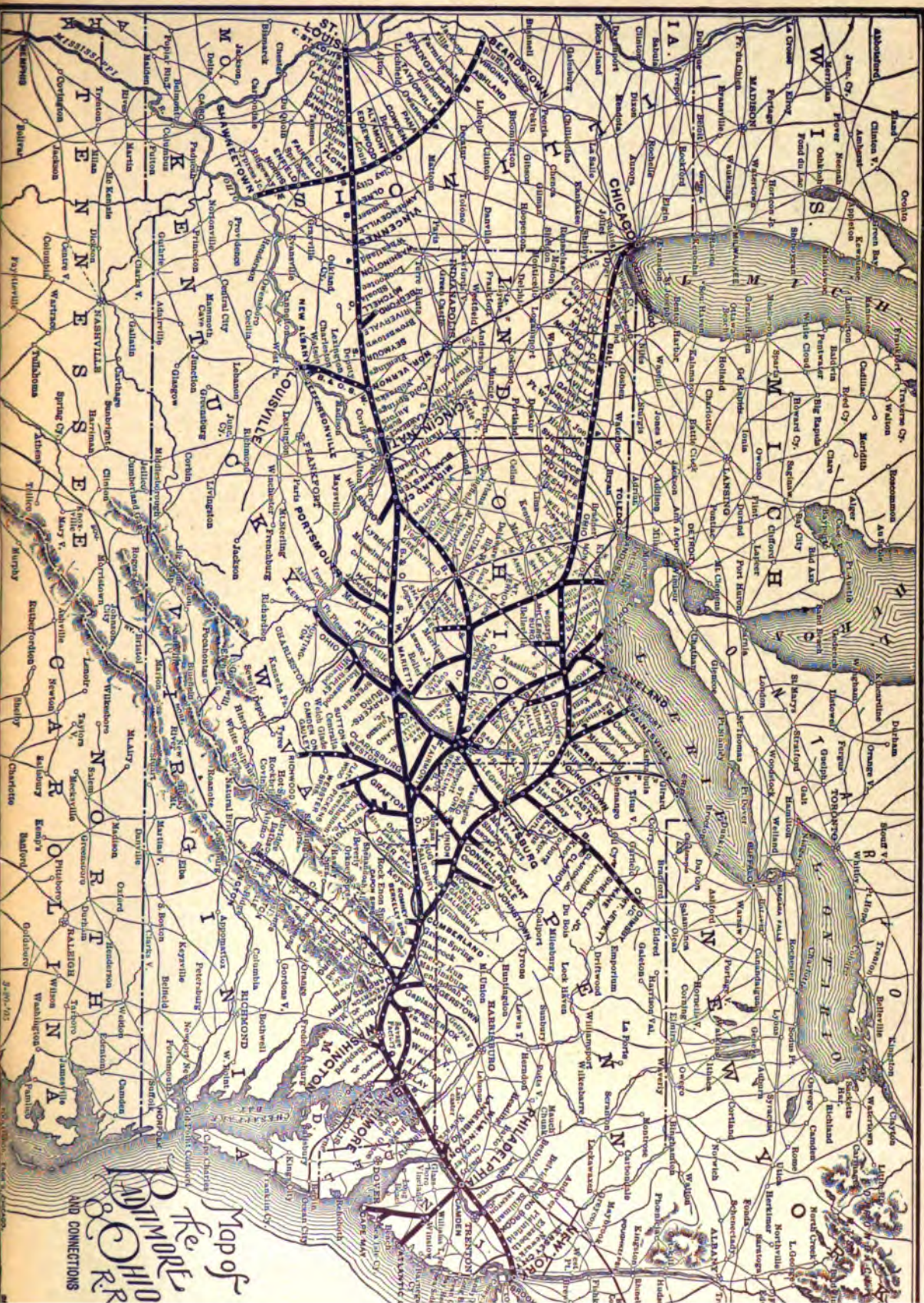
Very low rates. Dates of sale, etc., will be announced later.

MINNEAPOLIS, MINN.—G. A. R. Encampment, August 13 to 18.

Very low rates. From points east of the Ohio River, tickets on sale August 10 to 12, inclusive, and from points west thereof, August 10 to 13, inclusive, good returning to leave Minneapolis or St. Paul not later than August 31, 1906, inclusive.

MILWAUKEE, WIS.—Fraternal Order of Eagles, Grand Aerie, August 14 to 18.

One fare plus \$2.00 for the round trip from points west of the Ohio River. Tickets on sale August 10 to 12, inclusive, good returning until August 22, 1906, inclusive.



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1906

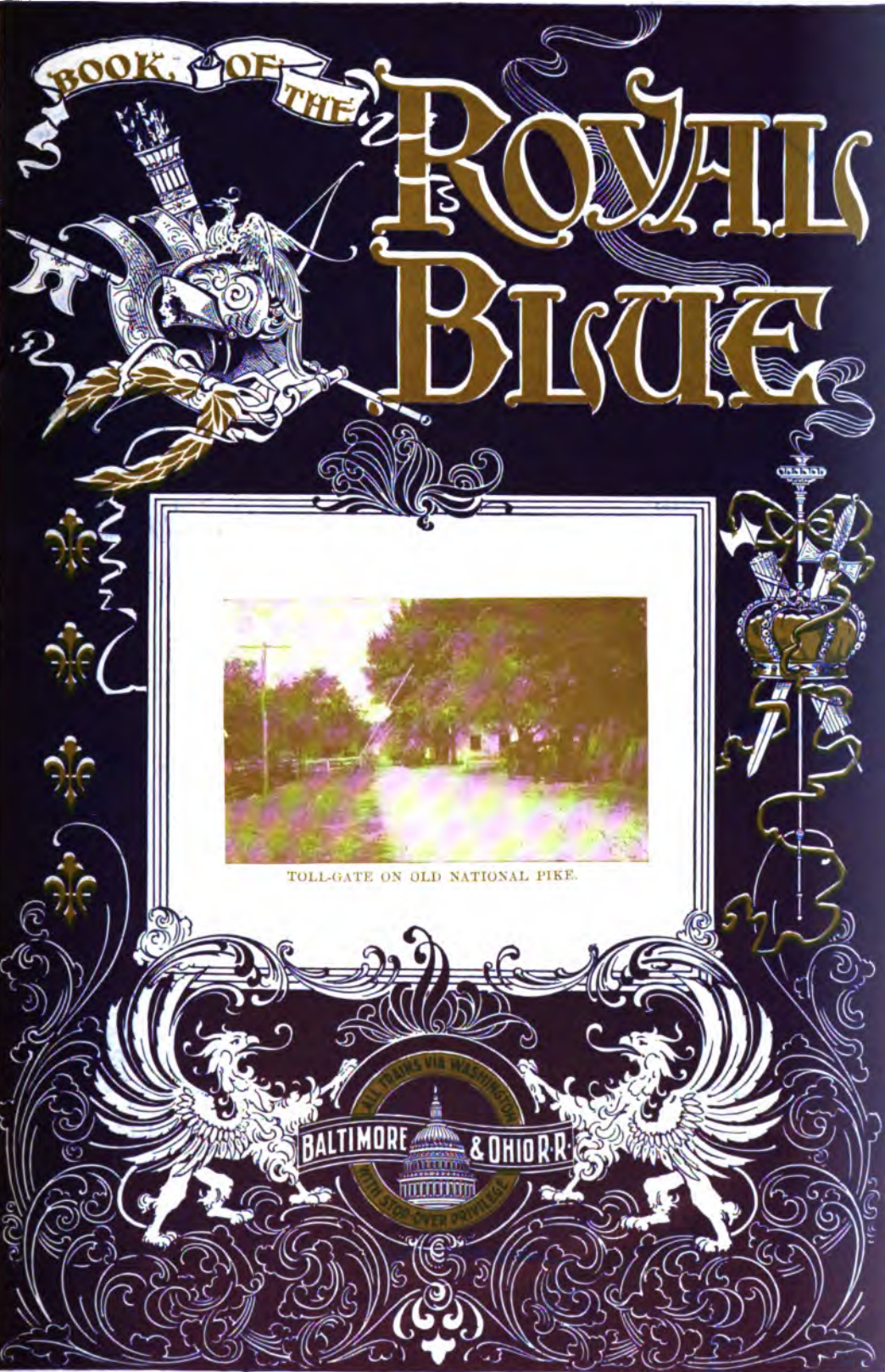


| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | .. | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. | 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

ROYAL BLUE TRAINS

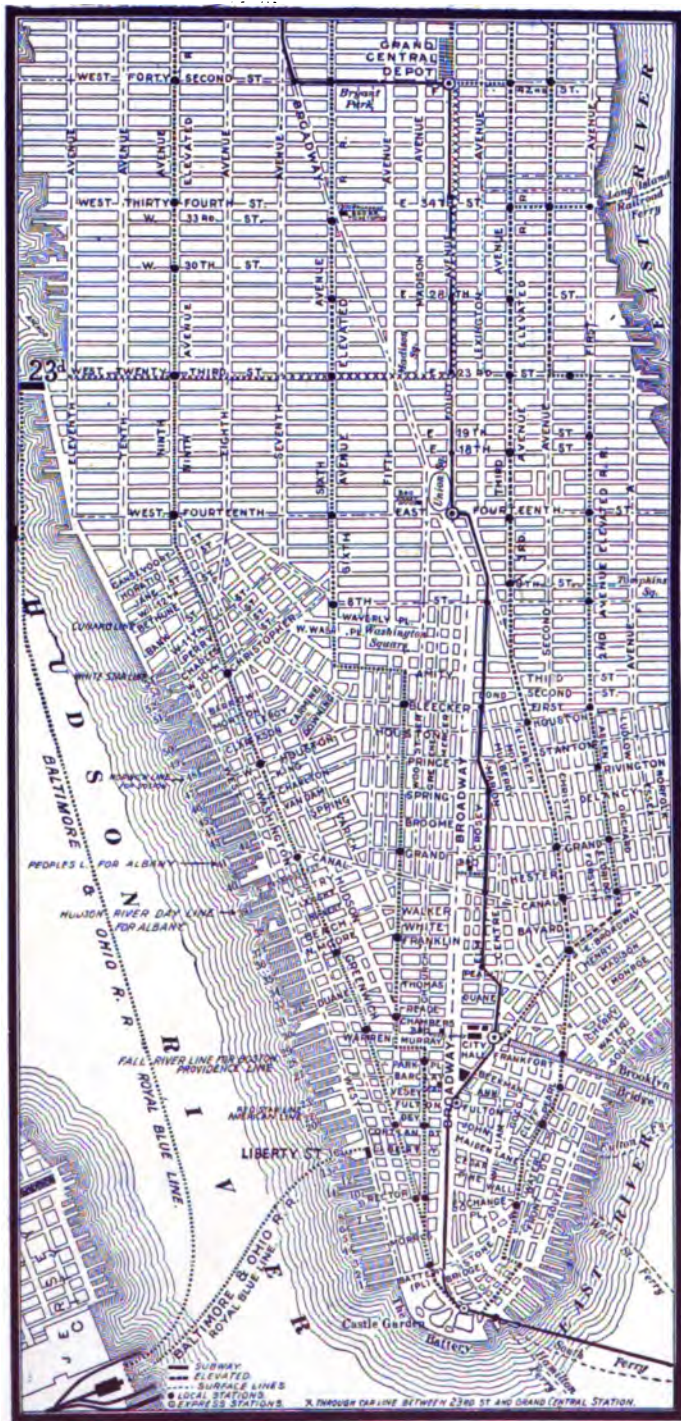
D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.



WILL THE OLD NATIONAL PIKE BE REVIVED?

23d St. The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

BOOK OF THE ROYAL BLUE.

JUNE, 1906.

CONTENTS.

| | Page |
|--|------|
| Will the Old National Pike be Revived?..... | 1 |
| The Lazy Age—By Strickland W. Gillilan | 6 |
| The Old Liberty Bell—By Charles L. Shipley..... | 7 |
| An Expose of the Lyceum — By Strickland W. Gillilan | 11 |
| The Hotel Hereafter..... | 14 |
| Humor and the Humorist..... | 16 |
| Stub Ends of Thought { By Arthur G. "The One that Went Away" } Lewis..... | 19 |

ILLUSTRATIONS.

| | |
|--|---------------|
| "Every Hour on the Hour" | Frontispiece. |
| Toll-Gate on Old National Pike | 1 |
| Braddocks Spring, as old as the Indians..... | 2 |
| The Pike near Frederick | 2 |
| The Stone Bridge at Cumberland..... | 3 |
| Ohio Pyle near Fort Necessity..... | 4 |
| Forks in the Road..... | 5 |
| Liberty Bell | 7 |
| Independence Hall | 7 |
| Strickland W. Gillilan..... | 11, 12 and 13 |
| Indian Creek before the new Bridge was built | 15 |

PRICE 5 CENTS.

50 CENTS PER YEAR.



ROYAL BLUE LINE

between

WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK

9

SUPERB TRAINS
EACH WAY

Leave Washington on the

ODD HOUR

7-9-11-1-3-5 during the day and at 8,
11.30 and 2.57 during the night

Leave New York on the

EVEN HOUR

8-10-12-2-4-6 during the day and at 7
and 12.15 during the night

USING

23D STREET

TERMINAL

New York City

Deer Park Hotel

DEER PARK, MARYLAND



Most Delightful Summer Resort of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 23, after a most complete renovation of the entire property, making it new throughout. The twelve private cottages have been refurnished, and the thirty-third year of this beautiful mountain resort will find it more prepossessing and enjoyable than at any time in its history.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility—only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six and a quarter hours from Washington; six hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager,
Deer Park, Md.



A TRAIN "EVERY HOUR ON THE HOUR" BOTH WAYS BETWEEN BALTIMORE AND WASHINGTON.

This is one of them, showing the graceful Pacific Type Locomotive.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, JUNE, 1906.

No. 9

WILL THE OLD NATIONAL PIKE BE REVIVED?

THE introduction of a bill in Congress for the restoration of the landmarks and the reconstruction of the old National Road, has awakened possibilities of a most interesting character. The idea originates in the growing demand for good roads in America, and it no doubt

St. Clairsville, Cambridge, Zanesville, Columbus and Springfield in Ohio; Richmond, Indianapolis and Terre Haute in Indiana, continuing the road as originally planned to St. Louis; then to make two grand boulevards on to the Pacific, one of which will cross Montana to Puget Sound and the



TOLL-GATE ON OLD NATIONAL PIKE.

will become a national issue sooner or later, since automobiles have come to stay and are almost universally used.

The plan now is to resuscitate the old National Pike through Frederick, Hagerstown, Hancock and Cumberland in Maryland; Uniontown, Washington and Claysville in Pennsylvania; Wheeling, W. Va.,

other follow the Santa Fe trail to San Francisco. This contemplates of course the construction of a boulevard from Washington connecting with the old road from Frederick, and at its last session, just adjourned, the Maryland Legislature made an appropriation for the reconstruction of the road between Baltimore and Washington as a

boulevard, and which is practically the first step in the movement.

It would be most interesting therefore to review the history of the original National

The Government then took hold and built across the Appalachian range of mountains through the towns named to the Ohio River at Wheeling. Almost every mile of the



BRADDOCK'S SPRING, NEAR THE PIKE. IN USE FOR HUNDREDS OF YEARS.

Road, which had its beginning in 1806, during the administration of President Jefferson. The road at that time was generally known as the "Cumberland Road." How-

old road is historic ground; centuries ago it was a buffalo trail; then it became the great Nemaquin path of the Indians; then again, the young surveyor, Washington,



LOOKING TOWARD FREDERICK.

ever, the first road built between Frederick and Cumberland was started by private individuals and followed an Indian trail along the Potomac River to Cumberland.

traversed the trail in his surveys of the Ohio country. Again it was "Colonel" Washington who, with Braddock, marched over the well-beaten path to infamous defeat

at the hands of the French and Indians at Fort Necessity in 1754. Later, as the course of empire took its way westward, and the white man forced the Indian beyond the Ohio, the path became wider and the Conostoga wagon threaded its way farther and farther to the West and formed the settlements of Ohio, Kentucky and Indiana. Again the scene along the road changed, and the first railroad of the land, the Baltimore & Ohio, followed its trail as nearly as possible, and the Conostogas were supplanted by the railway coach, and by 1853 the railroad had superseded it in importance

way has filled volumes. The bitterness and discontent of the settlers in the Ohio country toward the people of the East, who controlled the Federal Government, brought about the conspiracy of Aaron Burr and the pathetic tragedy of Blennerhassett. President Jefferson signed the bill for the survey of the National Pike from Cumberland west in 1802, and by 1818 the people of the West were pacified and the crowded traffic east and west over the highway was unexpected. The greatest precautions were taken against careless construction and the road to-day stands in its solidity as though



THE OLD NATIONAL BRIDGE AT CUMBERLAND, MD.

as far west as Wheeling. In the meantime other railways were building from St. Louis to Cincinnati and from Cincinnati to Wheeling, and the old road received its death knell as a commercial highway before it had been completed any farther westward than Terre Haute, Indiana.

From 1861 to 1865, many portions of the old National Pike were tramped by the Northern armies in the Civil War, and in many spots around Hagerstown and Frederick the Blue and the Gray together have laid its dust with their blood.

The romance of the old National high-

way built for all time; its preservation was looked upon as an absolute necessity and the most intense interest was always expected in matters of a legislative nature that tended toward the improvement of the road; and such eminent statesmen as Henry Clay and W. T. Hamilton were interested in its welfare and guarded all measures with a zest that made them greatly esteemed by the great army of wagoners and innkeepers who depended largely, if not altogether, on the road for a living. Remarkable indeed are the stone bridges which still remain with all their original strength, only showing

a slight decay in their nearly 100 years of existence. Excellent examples may be found at "Little Crossing" near Grantsville, Pa., where the bridge spans the Casselman River eighty feet, beautifully perfect and rising fifty feet above the river. Another is the old stone bridge at Cumberland over Wills Creek at what is popularly known as the "Narrows." It stands apparently a connecting link between the two mountains with a picturesque creek running under its double arches. President Taylor, on his way to his inauguration at Washington, traversed the whole of the pike and was received

known during the palmy days of old stage transportation. The road entered the city by way of West Baltimore Street where many old inns were located, one was the "Three Ton Tavern," not far from it was the "May Pole Tavern" which was perhaps the favorite hostelry among the wagoners at that time. There were also the "Hand in Hand," the "White Swan" and "General Wayne" in Baltimore city, while out on the road were the "Sign of the Rising Sun," "Sign of the Golden Swan," "Sign of the Indian Queen" and signs of the "Orange Tree," "Green



OHIO PYLE, NEAR FORT NECESSITY, WHERE WASHINGTON SURRENDERED IN THE FRENCH AND INDIAN WAR, 1754.

with ovations along the entire distance. He was greatly impressed with the solidity and beauty of this Government road. Some of the old taverns along the road are now farm houses. The innkeepers vied with each other as to the matter of food and each made grand endeavors to have the name of his place on the tip of the tongue of the traveler. Almost every inn followed the English custom for its name, and its conspicuous sign appeared swinging from a pole in plain view from the road. At Baltimore there still remain to this day some of the old taverns that were so well

Tree" and "Cross Key." Where the road crossed the mountain much attention was paid to heating the main lounging quarters which in most cases was the bar-room. The cold was usually severe and fires were kept constantly burning. The fire-places were immense in size, so large in fact that an ordinary wagon load of coal could be easily disposed of in them. The coach lines, with regular intervals for relays of horses, were run night and day, the relays being about twelve miles apart. As the coach drew into a station it was generally at full speed; waiting for it was the

relay of fresh horses, and as the driver brought his horses to a standstill, he threw the reins picturesquely over their backs and the teams were changed in less time than the passengers could leave the coach or new ones take their seats. Some of the old coaches were most handsomely furnished for those days, seats were upholstered in plush and could accommodate with comfort about nine persons. The seat by the driver was much sought after and the possessor of this seat was the envy of all the passengers. It was a common sight to pass upon the road groups of slaves, generally tied in couples and driven along much the same as horses. The rate charged by the stage lines from Baltimore to Wheeling was \$17.25, while the rate now by railway train with all the comforts of modern travel is but \$10.00. When the

Baltimore & Ohio began its extension to the territory covered by the Pike, it was met with tireless opposition by the friends of the National Road. Data was furnished Congress telling of the vast army of men who obtained employment on the road, and statistics were given of the immense consumption of grain and hay by mules and horses, of its impetus to the coach and wagon trade, and that in course of time how it would better serve the people's wants than would the railroad.

The transition from the pike to the railroad was gradual but most consistent and gradually the old road lost its prestige. It is now merely a picturesque souvenir of its former greatness and should the Government regain interest in the road, what a marvelous contrast there would be in the class of vehicles between then and now!



CROSS ROADS ON THE PIKE BETWEEN FREDERICK AND HAGERSTOWN.

THE LAZY AGE.

BY STRICKLAND W. GILLILAN.

What's the artisan devising as he corrugates his brow?
What's the genius improvising at his toiling, moiling now?
What's the workman busy making with his hammer and his saw?
What's the shrewd inventor scheming with his head upon his paw?
Hush! They're all engaged in planning things to help the pampered shirk—
Things to help the man with money he would rather spend than work.

Take your grip and start to enter any modern hostelry—
Forty flunkeys grab your burden ere the clerk has found your key.
There beside you stands the carriage that will hoist you to your stall—
If it didn't, you would never patronize the place at all.
If you have to wait a minute for the lift in coming down,
You berate the horrid service and you prance about and frown.
When compelled to use the stairway for a flight or may be two,
You're as mad as March-time rabbits and the air is black and blue.

Flunkey in the food emporium dumps the drink into your glass
And you order him to empty out your eggs, as bold as brass.
So he bows in condescension, knowing well that when you're through
You will toss him out a coin as if your wealth were hurting you.
Then the flunkeys in the barber shop, the flunkeys on the train—
All are anxious to be doing things; they've "doing" on the brain.
And the whole life mission, seemingly, of servants, is to help
Do the things we ought to do alone and never give a yelp.

Yet the more they scheme to pamper us, the more such we demand,
Till we'll some day let the waiter come and feed us from his hand.
We'll have some one with a hanky just to 'tend our little nose—
Just as even now we hire a man to whittle at our toes.
All the world's engaged in planning new encouragements to shirk,
For the lazy folks with money they would rather spend than work.

THE OLD LIBERTY BELL.

BY CHARLES L. SHIPLEY.

NEXT to the famous old State House of Philadelphia, no other object has received greater homage by the American people than the famous old bell that at one time hung about its venerable roof, ever ready at all times to lend its brazen tones in defiance of oppression and in defense of the rights of the people.



LIBERTY BELL.

The structure known as the State House was commenced in 1729 and completed in 1734, being occupied for the first time by the Assembly in October, 1735. In 1740 two wings were added, one at either end, and connected by piazzas with the main building. The entire cost of the structure up to this point was about \$30,000. In 1751 it was determined to erect a tower and belfry over the south end of the main hall, and this work was completed in 1751, at which time, November 4, the steeple was raised amidst general rejoicing. Three days previous to this event, November 1, a letter had been sent to Robert Charles, of London, ordering a suitable bell for the tower. The letter was as follows :

RESPECTED FRIEND:

The Assembly having ordered us (the Superintendents of the State House) to procure a bell from England, to be purchased for their use, we take the liberty to apply ourselves to thee to get us a good bell of about 2,000 pounds weight, the cost of which we may presume may amount to about one hundred pounds sterling, or perhaps with the charges, etc., more. We hope and rely

upon thy care and assistance in this affair, that thou wilt procure and forward it by the first opportunity. Let the bell be cast by the best workmen, and examined carefully before it is shipped, with the following words, well-shaped, in large letters around it, viz:

BY ORDER OF THE ASSEMBLY OF PENNSYLVANIA, FOR THE STATE HOUSE, IN THE CITY OF PHILADELPHIA, 1752.

and underneath

PROCLAIM LIBERTY THROUGHOUT ALL THE LAND UNTO THE INHABITANTS THEREOF.—Leviticus XXV: 10.

As we have experienced thy readiness to serve this Province on all occasions, we desire it may be our excuse for this additional trouble from thy assured friends.

ISAAC LEECH,
THOMAS LEECH,
EDWARD WARREN.

The bell thus ordered was forwarded from England by the ship "Matilda," and arrived at Philadelphia in August, 1752. It appeared to be satisfactory in all respects to its purchasers, with the exception that its price was £198 instead of £100.

Upon being hung and tested, however, at the first stroke of the clapper, the bell cracked and had to be taken down for recasting. It was at first decided to return the bell to London for this purpose, but a local firm of founders, Pass & Stow, were employed instead, and the bell was broken up and recast in March 1753. This firm added a certain amount of copper to the



INDEPENDENCE HALL, PHILADELPHIA.

original alloy, which made the bell unsatisfactory in its tone, so that a third casting became necessary, this time with perfect success.

The bell was placed in its resting place early in June, 1753, and was used to mark the hour at which the courts convened; to call the Assembly together, and later on when the first mutterings of that great struggle for equal and just rights were heard, its muffled tones gave note to the resentment of an angry populace, as they, in the shadow of the old State House, gave to the flames the burning stamps of a foreign potentate.

On July 30, 1768, the old sentinel again called together the freemen of the city to consider what instructions should be given to their representatives, and it was then and there resolved that "the colonists are reduced to the level of slaves." From this time forward the old bell spoke freely in the cause of freedom, and the sentiment engraved upon it became more fully understood by the people.

On the first of June, 1774, the flying of the flags at half-mast and the muffled tones of the bell announced the closing of the port of Boston.

On April 24, 1775, the tidings of the conflict at Lexington reached Philadelphia, and at the stroke of the bell 10,000 people met beneath its shadow and swore to defend with arms the righteousness of the cause of freedom.

On the tenth of May, 1775, the bell again sent forth its call for the meeting of the second Continental Congress, and from thence forth its measured strokes kept time with the life throbs of an awakened and determined people.

July 4, 1776, the Declaration of Independence was adopted. Congress was assembled in the east room of the State House, now known as "Independence Hall." The debate had been in progress since June 7, when Richard Henry Lee, of Virginia, rose in his place and offered his famous resolution, as follows: "*Resolved*, that these united colonies are, and of right, ought to be, free and independent states," thereby laying the foundation for the immortal declaration to follow. It was a time that tried men's souls. Many there were who were lukewarm in their support; many opposed a declaration of separation; others again favored the home govern-

ment, and we, of this generation, cannot realize the obstacles with which Congress had to contend. But justice triumphed, and in their struggle for the right the hand of a higher power guided them aright, as when at the close of that eventful day the die was cast and the love of liberty triumphed.

On that eventful day the streets of Philadelphia were crowded with thousands of citizens, anxious to learn the decision of Congress. Tradition says that the old gray-haired bellringer of the State House had taken his post in the steeple at an early hour that he might lose no time in announcing to the people that their independence was formally declared.

Hour after hour passed. The old man grew impatient and muttered "they will never do it, they will never do it." Suddenly he heard a shout from his grandson whom he had stationed below, to give him warning, "Ring! ring! they have signed." Grasping the rope he swung the bell to and fro, its clanging tones being answered by the frenzied cheers of the thousands below. By the order of the Committee of Public Safety, the sheriff was instructed to read the declaration at 12 o'clock noon, July 8, at the State House, and all constables and officers are commanded to be present. As the hour approached the bell again sent out its stirring call. At 12 the bell ceased tolling and John Nixon, a rugged patriot, read in a voice that was heard by every one of the hundreds present, the document that was to become the heritage of a nation. At its close it was greeted with the acclamations of the great concourse assembled, the bell again spoke, and with its voice was commingled the notes of the chimes of St. Peter's and Christ Church.

The surrender of Cornwallis was announced by the ringing of the bell at noon, October 24, 1781, amid the boom of cannon and the responsive peals from the church towers.

On April 19, 1783, the proclamation of peace was rung forth, and thenceforth the bell was used on the most notable occasions, among them being the visit of Lafayette on September 20, 1824, and the fiftieth anniversary of American Independence, July 4, 1826.

On the sixth of July, 1835, John Marshall, Chief Justice of the United States, and one of the most prominent actors in the revolu-

tionary drama, died in Philadelphia, and while his remains were being conveyed through the streets of the city en route to their last resting place in Virginia, the old bell again sent forth its solemn tones in requiem for the departed statesman, and as if it had in this solemn duty performed its last mission, it cracked asunder and has henceforth remained silent.

To-day it rests beneath the shelter of the old building above which for many years its tones were heard to voice the heart throbs of a grateful and patriotic nation, who have paid it a greater homage than that received by any foreign ruler. Six times has it left the old building which is a part and parcel of itself; the first being the occasion of the demonstration of the British against Philadelphia in 1777, when the executive council ordered the Liberty Bell, together with the chimes of Christ Church and St. Peter's, to be moved to Allentown, Pa. This removal was made by wagons under the care of a trusted band of patriots; and the bell was safely kept in Zion Reformed Church until the evacuation of Philadelphia by the English in 1778, when it was returned to its home.

In 1885 it was loaned to the managers of the New Orleans Exposition, and was honored and viewed by thousands of citizens. On its trip to the exposition it made a stop at Biloxi, where Beauvoir, the home of the late Jefferson Davis, was situated, and the tributes it received and the speeches made proved the North and South were one again in their love for their country and their pride in its freedom.

In 1893 it once more left its home in Philadelphia to journey to the Columbian Exposition in Chicago, where it was greeted with a continued round of enthusiastic adulation, and still again in 1895, it was taken from its glass case in Independence Hall, and hauled in a handsomely decorated wagon to the railway station and started on the morning of October 4 in its journey to Atlanta, Georgia, where it was again destined to be an object of interest to the thousands of visitors to the Atlanta Exposition then in progress.

To the South Carolina Interstate Exposition, at Charleston in 1902, it was also a welcomed visitor.

In June, 1903, it made a journey to Boston to take part in the one hundred and twenty-eighth anniversary of the battle

of Bunker Hill. Day and night crowds thronged to the railroad stations, both in going and returning from Boston, and great enthusiasm prevailed along the route even in towns and villages where stops were not made. Throughout the journey the greatest care was exercised to prevent any mishap occurring to the bell, which was constantly under the personal supervision of four stalwart officers connected with the municipal reserve force, and members of the special committees of the Councils as well as the officials of the different municipalities wherever the train bearing it made a stop.

So careful are the guardians of the old bell that when a request was sent that it be exhibited at the St. Louis Exposition in 1904, the request was at first denied, and it was not until nearly 100,000 school children had petitioned for its exhibition where it might be viewed and honored by millions and receive special honor upon Independence Day, that the required permission for its removal from Philadelphia was obtained. It arrived at St. Louis on the eighth of June. Mayor John Weaver, of Philadelphia, and other city officials who accompanied the bell were escorted to their hotel, where they were called on by Mayor Wells, President Francis of the Exposition, and other city and exposition officials.

The entire party then proceeded to the Union Station, where the bell had been placed on a specially prepared float and, accompanied by a squad of mounted police and a long line of military organizations, the famous old bell was taken to the Exposition, where formal exercises were carried out.

The gates had been thrown open to the school children of the city and the day had been proclaimed a holiday by Mayor Wells. It is estimated that more than 50,000 school children formed a portion of the immense throng that greeted the bell when it entered the grounds. Followed by the thousands the bell was taken to the Pennsylvania Building, situated near the southern border of the plateau of States, where it was installed to remain throughout the Exposition.

Upon all occasions of these different visits to different points and the homeward journey from the same, the old relic always received a continuous ovation. Through

every city, town and hamlet that it passed the residents of the locality, men, women and children, gathered along the route and bare heads and frenzied acclamations greeted the train as it passed along with its precious freight.

Though inanimate and insensible of the homage bestowed upon it, the Liberty Bell is revered and venerated by all patriotic

people of the United States. It is cracked now and no longer sweet in its tones, but it is still held as a priceless treasure of the Republic, and persons should remember the poem, author unknown, which has these stirring lines:

Hushed the people's swelling murmur,
List the boy's strong, joyous cry!
"RING!" he shouts, "RING! GRANDPA,
RING! OH RING FOR LIBERTY!"



AN EXPOSE OF THE LYCEUM.

THE thing that passes for art on the stage and on the lecture platform is the opposite of art," said Strickland W. Gillilan, who fills about 150 dates per season with his humorous lectures.

"A man monkeys around for years trying to do things he has seen other people do. He exercises all the 'art' there is in him trying to imitate or create. Then, suddenly becoming disgusted with the result of his work, he relaxes into himself—the self the Creator gave him to start with,

is simply throwing off one's own temperament for the time being and assuming the nature of another individual and being natural in that.

"When I began to hear the confusing and intoxicating buzz of the lyceum bee in my headgear, I had an idea that a fellow had to get up on the stage and do remarkable things. I had an idea that if I succeeded I would have to do what James Whitcomb Riley did or what Bob Burdette did or what Bill Nye did. A few efforts proved to me that I couldn't do it; also



STRICKLAND W. GILLILAN, HUMORIST.

and suddenly he *succeeds*. That isn't art. It is a just recognition of nature.

"Of course all these years of fooling around and trying things and coming before the persecuted and long-suffering public is valuable training, and he is a bigger and wiser and intenser self than he would have been if he had let nature alone. But cultivated nature cannot be called art. It is simply a more confirmed case of nature, that's all.

"These remarks do not refer so much to the person whose work is impersonation or the use of other people's productions. That is more largely art, if anything successful on the stage is art. But even that

that the public was too much a friend to the three men mentioned to stand for my desecration of their memories by doing a cheap imitation of them. That is, those who knew I was attempting to imitate anybody. In most instances, I flatter myself, the likeness was anything but recognizable. I even tried to make myself think that I was not imitating anyone.

"Finally it dawned on me that what the public wanted from me was myself. They didn't want that from anybody else; they hadn't wanted it at all. But if I were to do something to them they preferred that I give them myself, poor as it was, rather than a cheap imitation of somebody



"HOMELINESS IS MY STRONG POINT."

else. When my modesty (I had modesty then) let me realize this fact, I began being myself. The attitudes my elocution teacher had taught me to avoid when I struck them naturally, I began to assume, or rather to let myself go into them. The public saw it and laughed—the first sincere, spontaneous, heartfelt laugh I had received. I began saying things I could say naturally,

and saying them in a natural way—the way I had thought them. The public understood, and laughed or wiped away a tear just as the thought was cheerful or tearful. Finding the public liked the personality I could let creep into my work, finding that they wanted me to be myself, I grew braver, I had a higher idea of that personality that the public had honored with its approval and



"A PORTION OF MY LONG SUIT."



"NOW THAT ONE WENT BIG."

its applause, and that stage personality grew until it was distinctly different from that of anyone else upon the platform.

"Now the funny thing about it all is that the public cannot diagnose its own case. It thinks it admires art and wants to be instructed and told new things. It wants none of these things. What it admires is human nature, what it wants is

to be told the things it has known always. Humanity is all egotism. The man who can get up on the stage or lecture platform and show them the best image of themselves, who can show them that he has thought what they have thought, felt what they have felt and become a sort of mouthpiece for their own every-day thoughts and emotions is to them the true



"'FRAID THAT ONE MISSED 'EM."

artist. 'He is a mighty smart man,' is their thought, 'because he knows the same things we know.'

"When I was a youth and would think of the lecture platform I would sadly shake my head because I was bow-legged and pigeon-toed. I knew I was built like a step-ladder in the last stages of St. Vitus dance, and a platform career without gracefulness seemed impossible to me. Now I accentuate every bit of awkwardness I possess, and the public likes it. What it takes for art is an exaggerated naturalness. The extra twist to my right foot does to my bow-legged-pigeon-toedness what the black pencil does to the soubrette's eyebrow. The careless bunch of stray hair sagging toward my frontispiece does for my blankness of countenance and my gawkiness of general demeanor

what rouge does to the chorus-girl's cheek and lips. And the public is made to feel (which is true) that I am giving my own personal and peculiar message in my own personal and peculiar way.

"In fact, the whole problem is one of personality, and being one's intensest self is the solution of that problem. The man who knows how to be himself is the most absolute monopoly on earth—he has something no one else can get or be—and, in some instances, what nobody else would be or get if he could. In Rip Van Winkle Joseph Jefferson found a character he could BE, and he was. Every other stage or platform success is a parallel in kind if not in degree. The public is a child—it is sincere, infallible, honest, but not analytical. It knows what it wants, but doesn't know the name for it. It only points and cries."

THE HOTEL HEREAFTER.

WILLIAM J. LAMPTON IN "THE BOHEMIAN."

The devil sat by the open door
Of everlasting gloom;
"Don't crowd," said he
To the company,
"There's always plenty of room."



INDIAN CREEK BEFORE THE NEW BRIDGE WAS BUILT.

HUMOR AND THE HUMORIST.

UTOPIA.

BY J. W. RAPER IN CLEVELAND "PRESS."

"I am just back from Massieville," remarked the cheerful citizen. "Ever hear of Massieville? Well, I didn't suppose you had. Not many men have, unless they were born within 15 or 20 miles of the place. The way I happened to hear of it was that I was born there, right in the place, and I lived there till I was 16.

"I was graduated from the Massieville public schools in 1879—or, to be strictly accurate, from the Massieville public school—and last week I had a lonesome fit for Massieville, one of those fits that a man over 40 frequently gets for his birthplace. I fell to thinking about the commencement exercises when I was graduated, and the more I thought of that great event the worse I wanted to see what Massieville looked like. When I recalled that it was just about time for

"I was next on the list, and I was there with both feet on the ground—no airships or cloud sweeping for me. I spoke on 'The Needs of Massieville,' and I don't mind saying right here that if the citizens of Massieville had listened to my advice or had followed it, Massieville would now be a city of which any State might be proud. First of all, I demanded a street railway. I forgot that one day the winter before I had stood in front of my home, which was in the north end of the village, and thrown a snowball through the window of the last house in the south end of the place. All I could remember was that Massieville needed a street railway.

"I demanded a sewer system too. I think I proved clearly that no city could thrive unless its residents had good health, and I showed how the congested condition of Massieville was not only endangering the lives of those within its boundaries, but keeping other people from locating there.



I WAS THERE WITH BOTH FEET.

the class of 1906 to be graduated from the Massieville public school I couldn't stand it any longer, and the next morning I had the unique distinction of being the only man in the world bound for Massieville on a railroad train. That afternoon I left the train at a punktown station and hired a man to drive me over to Massieville, which always was and probably always will be six miles from the railroad.

"Well, on the way over to Massieville I spent every minute thinking about that graduating class of '79. There was 'Hump' Gore. 'Hump's' essay was a corker—'Altruism the Hope of a Great Republic.' That word 'altruism' was knockout drops for the village, and if there had ever been need of a mayor in Massieville 'Hump' would have been it for springing the word. The last I heard of 'Hump' he was doing seven years, I believe, in some Pennsylvania or New York prison for forgery or some kind of crooked work with a check. Laura Timson delivered a redhot oration on 'None but Live Fish Swim Up Stream.' Hen Campbell's subject was 'The Weak Spots in Our Constitution.' Hen showed the signs young. He's a lawyer now, and I suppose he'll be in the United States senate sooner or later.

"Then I cried for a good hotel for the accommodation of the traveling public. I pointed out the impossibility of luring to our fair city the drummer—we called them drummers then—who, I declared, was the advance agent of the commercial world. 'How,' I asked, 'can we expect any man to come from our metropolitan centers to engage in the erection of manufacturing plants unless we have in our midst a hostelry affording him the comfortable accommodations of the magnificent hotels to which he has been accustomed? Where would a man find in our beautiful and progressive city a place where he might lay his head and where he might satisfy the prandial craving of the inner man?'

"I demanded an opera house for the entertainment of our citizens and for the cultivation of their minds. But most of all, I demanded factories, factories to give employment to the idle, to draw the workman from the crowded cities, to put into circulation the money that was so badly needed in Massieville.

"We reached Massieville all right. Honestly, it hadn't changed a hair, not one hair. Same houses, same fences, same hitching posts, same trees, same everything. I jumped out of the

buggy and walked into the village store—kept by Jess Coppinger, one of my old schoolmates. He was tickled to death to see me, and I was just as glad to see him. He took me in with that glorious hospitality of the countryman who meets his boyhood friend, and after supper we sat on the porch and smoked and talked of old times, especially of the class of '79. We talked about the teacher, the boys and girls, what they had been doing since school days, about the commencement night.

"'Jess,' I asked, 'what in your opinion does Massieville need?'

"'Need?' said Jess. 'It don't need a blamed thing.'"

THE LOG OF LIFE.

W. D. NESBITT, IN CHICAGO TRIBUNE.

"They that go down to the sea in ships."—*Psalms cxli, 23.*

Now you set sail and I set sail upon the sea of life—

And times there are when comes a gale that cuts us like a knife;

When comes a blast that shudders past and shrivels up our souls—

It blows from off the barren rocks where sorrow spreads her shoals,

Where bitterly the billows break and chatter of defeat

Long after we have struggled, by their echoes hoarsely beat.

Some of us sail but where the sea in silver spray is curled,

Some of us beat beyond the rim that bounds the rounding world;

Some of us ride upon the tide that in the moonlight gleams

And signs of peace and happiness within the port of dreams:

And some of us go blindly up and down across the silent sea,

To find the vanished harbor in the land of used-to-be.

But everywhere and anywhere our ships may moor or sail

There is a call for one and all—a wholesome, friendly hail.

It may be in the port of dreams, or off of sorrow's shoals,

Or when in midsea's placidness the vessel idly rolls.

Wherever, on or off our course, we will but pause to hear,

There comes to us a hail that rings with fellowship and cheer.

So you go down and I go down into the sea of life—

To feel the bite of angry winds along the reefs of strife;

To hear the strains of dim refrains from off some singing coast;

But through it all the friendly call is what we count the most.

The sea of life is long and wide, but we sail to the end—

Through shine and fog we write the log: "This day we hailed a friend."

JUNE JOSH.

L' ENVOI.*

(For any ten-cent magazine.)

HERT LESTON TAYLOR IN PUCK.

When earth's last scandal is printed and the forms are battered and pied,

When the newest muck heap has crumbled and the oldest raker has died,

We shall rest, and, faith, we shall need it—lie down for an æon or two,

Till Saint Teddy, the Master Critic, shall find us something to do.

And those that were good shall be happy: they shall sit on a cloud and rail

At the swing of the stars in their courses and the curve of a comet's tail—

Thomas and David and Upton, Sammie and Ida and Ray,

They shall censure and kick and cavil, and never be tired a day.

And only Saint Teddy shall praise us, and only Saint Teddy shall blame;

And no one shall kick for money, and no one shall kick for fame,

But just for the joy of kicking; and each shall be perfectly free

To change and arrange Creation as he thinks that it ought to be.

*With the usual regrets.

THE BILL-BOARDS.

(Affectionately dedicated to the paint-smeared landscape of New Jersey as seen from passing trains.)

STRICKLAND W. GILLILAN IN PUCK.

En route from giddy Gotham town to Slumberville, Pee-aye,

I watched the lovely prospect gliding noiselessly away.

The grass was green as emerald, the trees were leafing out—

Hark! Barter's Little Shiver Chills assail me with a shout.

A wheat field's pleasant countenance of Dopa-Dola screamed,

While See That Chump? and No-you-don't from many a hummock gleamed.

Then Snitcher's old Pasteuria (the kind you've always fought)

Stood side-by-side with Mormon Oats and clamored to be bought.

His Pastor's Choice, Toad-in-your Neck and Furrow's Dustless Beans

Chimed in with Candy Casket-ettes to woo my meager means.

Then Dromedary Consomme (just add hot air and nerve)

With Fingeritall's Two-Dollar Botch came flashing 'round the curve,

U-stola Cooky, Tough on Flats (don't die in rented house)

Lined up with Garlick's Salted Bilk with monster cows a-browse.

Strawberry's Racial Dope was there with Stench's Handshake Kills,

While Glennon's Balkan Chowder howled from all the hidden hills.

Jack Raper of the Newspaper Enterprise Association, Cleveland, member of the A. P. U. A. in good standing, and whose word is not to be doubted even if he is, sent in the following poems under secrecy last September, and as the weather is now warm enough, here they go no matter who claims the authorship.

YERE'S WHAR I KICK.

BY LEW DOCKSTADER.

I kin stan all kines er wedder,
Makes no diffunce wat it iz;
Only grin w'en things iz freezin',
Nebber grumble w'en dey sizz.
On de hottes summer days you
Nebber year me make a crack,
'Bout it bein wuss'n usul—
'Less my shirt crawls up my back.

Des uz soon have summer allers,
Don care ef hit's cole er not;
I c'd git erlong ferebber
Wid de wedder allers hot.
Red hot sun ergrees wid me, but
Ebbrything seems out er whack,
W'en I'm full er presspiration
En my shirt climbs up my back.

I kin broil widout a squealin'
All de summer, kaze I know
Ebbry bit er sunshines makin'
Joocy watermillions grow.
I kin fry an' fry a smilin'
But you'll sholly see me track,
Tow'd some spot dat's nice en shady
Ef my shirt crawls up my back.

Ain't a thing so aggravatin'
In de good ole summer time,
Like de nasty, sticky feelin'
W'en yo shirt begins ter climb.
Some day I'll git mad en hole it
Wid a ledder-headed tack,
Druv right in my spinal column—
Den it won't climb up my back.

THE GOOD OLD DAYS.

BY MAY IRWIN.

I long to be a child again, a prodigy of four,
And on the coal oil circuit be a headliner once
more;
Again be Little Eva, fragile, wan, distraight,
Who plainly heard the angels call because she
seldom ate.

My fancy gayly backward goes, and for that
time I sigh.
When Topsy absently devoured a saw-
dust pie;
And Lawyer Marks mandamus'd oft a railroad
restaurant
To sell a sandwich at the price for section crews
extant.

I can't forget the banquets which the troupe by
chance made glad—
Legree would swipe the steak the bloodhounds
should have had,
And then would steal a logging chain to hold the
bowwows from
Chasing in reality and eating Uncle Tom.

Ah, those were days when it did not embarrass
the profesh

To give an imitation of a falling off in flesh;
I'm sure if I were back again in those barnstorm-
ing days,
I'd need no maid to help me when I want to lace
my stays.

IF YOU WERE A BOY.

T. A. DAILY IN CATHOLIC STANDARD AND TIMES.

If you were a boy this morning,
I wonder what you would do?
Was ever a day more perfect,
Was ever the sky more blue?
I'm speaking to you, grave senior.
I noticed you as you went,
Hot-footing it into the city,
To add to your cent per cent.
I noticed your sober manner,
Your very important looks,
And I noticed your boy beside you,
The school boy with his books.
I saw—and you saw—where the river
Sweeps down to the "swimmin' hole"
Another boy playing "hooky"—
A boy with a fishing pole.

If you were a boy this morning,
I wonder what you would do?
I saw you stooping to whisper
A word to the boy with you.
It seemed to me then you told him
That the truant boy was a fool,
That nothing ripens manhood
Like the moments spent in school.
With the fresh blue sky above you
And the green fields under it,
How dare you utter such nonsense?
O! liar and hypocrite!
If you were a boy this morning,
A boy with a heart and soul,
You'd be, in spite of a licking,
The boy with the fishing pole.

TWO LIMERICKS.

A MATTER OF COLOR.

BY CHARLES S. PUTNAM.

A chap who attended Purdue
Was subject to changes of hue;
They expelled him at last,
And his color's now fast—
In fact, he is now Royal Blue.

THIS IS STRAIGHT.

An old cuss who lived in Va.
Was so skinny he couldn't be ska.
"When out shooting," he cried,
"I never shoot wide,
For—you see—I am perfectly la!"



Stub Ends of Thought

By ARTHUR G. LEWIS.



THOUGHT is the parent of action in every line of work, and under all conditions.

WHOEVER is in the possession of good is always prompt, ready, and willing to recognize it in others.

Too often the principal ingredient in one man's happiness consists of another man's misery.

WOMAN is the shrine of innocence, before whom the average man should kneel in his experience for her benediction.

IF we will but cultivate it there is romance enough about every one's home without going elsewhere to look for it.

SOMETIMES our best efforts are misunderstood, and our purest impulses outraged upon the altar of prejudice.

ONE of the first indications of mental age is when we see our disappointments and failures through magnifying glasses.

MEN should be measured more by their possession of self-control than by any other feature of their character.

RELIGION is an essential part of a woman's nature, and her habit of faith is perhaps the sole reason for her belief in mankind.

SUNLIGHT is productive of shades, but effort and perseverance will lead us out of them.

THERE is no past so full of regret but what the future holds a hope and promise for reform and forgetfulness.

THOSE who regard the world as a desert of pain seldom are fortunate enough to ever reach its oasis.

THE few that smile know and believe in us, are the generals that lead to annihilation the army who sneer in envy at our efforts.

IT is unfair to judge solely from a point of appearance, gems unalloyed lose their value in the process of embellishment.

Too many of us bewail too often the loss of something our own neglect has caused, yet which our efforts would restore.

THE quiet untold victories of conscience, the great sacrifices of self laid upon the altar of integrity, hide many noble characters from the light of the world's knowledge.

PHILOSOPHY may prove that men have made mistakes, but will not prevent them from learning their own lesson, through the ordinary channels of regret and experience.

THE ONE THAT WENT AWAY.

BY ARTHUR G. LEWIS.

In the eyes of the mother whose child has died
There lives a God-touched light, divinely sweet,
That never leaves her life quite in its shade
And robs her heart's regret of its defeat.
While like a Heaven-kissed blessing from above
Breathes sweet the memory of her baby love,
The child that came into her life one day,
Loved, smiled, and kissed, and went away.

In the arms of the mother whose child has died
There ever rests a sun-touched baby face;
Though other children nestle by her side
None ever takes away the first child's place;
An angel guards the mother's life from harm,
And rests the lost one constant in her arms,
While prayers in Heaven are gently breathed to-day
By one who came and kissed, and went away.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

| EFFECTIVE MAY 27, 1906. | No. 504 DAILY | No. 528 EXCEPT SUNDAY 5 HOUR | No. 522 SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 506 DAILY | No. 516 DAILY | No. 546 DAILY | No. 512 DAILY | |
|--|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|-------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM | |
| LV. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 | ----- |
| LV. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 | ----- |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 | ----- |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 | ----- |
| AR. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 6.33 | 8.43 | ----- |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE MAY 27, 1906. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 5 HOUR | No. 509 "ROYAL LIMITED" DAILY 5 HOUR | No. 503 DAILY | No. 511 DAILY | No. 515 DAILY | |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|-------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM | |
| LV. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 6.50 | 11.50 | ----- |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 | ----- |
| LV. PHILADELPHIA | 7.40 | 10.27 | 12.30 | 2.14 | 4.16 | 6.12 | 8.35 | 9.30 | 3.35 | ----- |
| AR. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.09 | 10.55 | 11.32 | 6.00 | ----- |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.13 | 11.00 | 11.36 | 6.05 | ----- |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.00 | 12.10 | 12.31 | 7.25 | ----- |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM | |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 8 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ----- |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 NT | 12.15 NT | 7.00 PM | ----- |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.12 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.09 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.10 PM | 12.45 PM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| AR. DEER PARK HOTEL | 10.12 PM | 11.39 PM | ----- | 7.04 AM | 6.27 PM | 4.41 PM | ----- | ----- |
| AR. PITTSBURG | ----- | ----- | 6.45 AM | ----- | 7.45 PM | ----- | 9.00 AM | LV 5.10 PM |
| AR. CLEVELAND | ----- | ----- | 12.00 PM | ----- | ----- | ----- | ----- | 9.50 PM |
| AR. WHEELING (EASTERN TIME) | ----- | 5.35 AM | ----- | ----- | ----- | 10.30 PM | ----- | LV 4.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | ----- | 8.50 AM | ----- | ----- | ----- | ----- | ----- | 9.20 PM |
| AR. OHIOAGO | ----- | 5.30 PM | ----- | ----- | 9.00 AM | ----- | ----- | 7.30 AM |
| AR. OINOINNATI | 8.05 AM | ----- | ----- | 5.35 PM | ----- | 2.35 AM | ----- | ----- |
| AR. INDIANAPOLIS | 10.55 AM | ----- | ----- | 11.50 PM | ----- | 10.55 AM | ----- | ----- |
| AR. LOUISVILLE | 11.50 AM | ----- | ----- | 9.30 PM | ----- | 7.10 AM | ----- | ----- |
| AR. ST. LOUIS | 5.27 PM | ----- | ----- | 7.25 AM | ----- | 1.40 PM | ----- | ----- |
| AR. OHATTANOOGA | 6.15 PM | ----- | ----- | 6.30 AM | ----- | ----- | ----- | ----- |
| AR. MEMPHIS | ----- | ----- | ----- | 8.25 AM | ----- | ----- | ----- | ----- |
| AR. NEW ORLEANS | 8.45 AM | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESE LIM. DAILY | No. 14 EXPRESS DAILY | |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------------|----------------------------|-------|
| LV. OHIOAGO | ----- | ----- | 5.30 PM | 10.40 AM | ----- | ----- | 8.30 PM | ----- |
| LV. COLUMBUS | ----- | ----- | ----- | 7.00 PM | ----- | ----- | ----- | ----- |
| LV. WHEELING (EASTERN TIME) | ----- | 5.00 PM | ----- | 12.25 AM | ----- | ----- | 10.55 AM | ----- |
| LV. CLEVELAND | ----- | ----- | 11.30 PM | ----- | 8.00 PM | ----- | ----- | ----- |
| LV. PITTSBURG | ----- | ----- | 8.00 AM | ----- | 9.30 PM | 6.30 PM | 1.15 PM | ----- |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | ----- | ----- | ----- | 9.29 PM | ----- | ----- |
| LV. LOUISVILLE | 2.10 PM | 8.10 AM | ----- | ----- | ----- | 2.50 AM | ----- | ----- |
| LV. INDIANAPOLIS | * 2.55 PM | 7.35 AM | ----- | ----- | ----- | 4.30 AM | ----- | ----- |
| LV. OINOINNATI | * 6.35 PM | 12.10 PM | ----- | ----- | ----- | 8.00 AM | ----- | ----- |
| LV. NEW ORLEANS | ----- | 7.30 PM | ----- | ----- | ----- | ----- | ----- | ----- |
| LV. MEMPHIS | ----- | 8.40 PM | ----- | ----- | ----- | 12.45 N | ----- | ----- |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | ----- | ----- | ----- | ----- | ----- | ----- |
| LV. DEER PARK HOTEL | 6.44 AM | 12.38 AM | 10.25 AM | 6.14 AM | ----- | 8.41 PM | 4.36 PM | ----- |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 3.42 AM | 10.25 PM | ----- |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 2.47 AM | 11.30 PM | ----- |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 AM | ----- |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 AM | ----- |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM | ----- |
| AR. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM | ----- |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
- No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 534. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517. Drawing Room Buffet Parlor Car New York to Washington.
- No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 511. Drawing Room Buffet Parlor Car New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Eliton via N. & W. Ry.
- No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Parlor Car Cumberland to Pittsburg.
- No. 55. Buffet Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Eliton and Luray, Va., to Washington, via N. & W. Ry.
- No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows :

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 330 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEXMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent. J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. OER, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., E. B. CHAMBERS, Ticket Agent.
KANSAS CITY, MO., Box 284, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., 109-110 Stimson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. OBONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent. First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. P. OOPFER, Traveling Passenger Agent; F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FARAO, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 384 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 403-5 7th Avenue, W. A. PRESTON, City Ticket Agent; A. J. SMITH, City Passenger Agent. 506 Smithfield Street, J. V. McCOORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 501 Ashbury Street, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; F. W. AMACK, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
Tiffin, OHIO, W. O. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent; McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITOH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic,
 Baltimore & Ohio E. R., Baltimore, Md.
GENERAL OFFICES: MARYLAND TRUST BUILDING.

Baltimore & Ohio R. R.

SPECIAL LOW RATES

FOR THE SUMMER SEASON

The usual special low-rate Summer Excursion Tickets are on sale at all principal points on the Baltimore & Ohio Railroad to the various mountain, lake and seashore resorts.

During the summer months greatly reduced fares are named to the following cities, account of various meetings:

OMAHA, NEB.—Baptist Young People's Union of America, July 12 to 15.

Very low rates from points east and west of the Ohio River. Tickets on sale July 9 to 12, and on July 13 for such trains as will enable passengers to leave Chicago or St. Louis on same day. Tickets good returning until July 18, except that by depositing ticket on or before July 18, and payment of fee of fifty (50) cents at time of deposit, an extension of return limit may be secured to leave Omaha not later than August 15, 1906.

DENVER, COLORADO SPRINGS and PUEBLO, COLO.—Grand Lodge B. P. O. E., July 16 to 21.

Very low rates from points east and west of the Ohio River. Tickets on sale July 11 to 13, limited for return passage to reach original starting point prior to midnight of August 20, 1906.

TORONTO, CANADA—Sovereign Grand Lodge I. O. O. F., September 15 to 22.

One fare plus \$1.00 for the round trip from points east of the Ohio River, and from points west thereof, one fare plus 25 cents for the round trip. Tickets on sale September 13 to 16, good returning to and including September 24, except that by depositing ticket with Joint Agent at Toronto not later than September 24, and payment of \$1.00, tickets may be extended to October 24, 1906, inclusive.

PORTLAND, ORE.—Hotel Men's Mutual Benefit Association of United States and Canada, June 25 to 29.

Very low rates. Dates of sale, etc., will be announced later.

MINNEAPOLIS, MINN.—G. A. R. Encampment, August 13 to 18.

Very low rates. From points east of the Ohio River, tickets on sale August 10 to 12, inclusive, and from points west thereof, August 10 to 13, inclusive, good returning to leave Minneapolis or St. Paul not later than August 31, 1906, inclusive.

MILWAUKEE, WIS.—Fraternal Order of Eagles, Grand Aerie, August 14 to 18.

One fare plus \$2.00 for the round trip from points west of the Ohio River. Tickets on sale August 10 to 12, inclusive, good returning until August 22, 1906, inclusive.

WHERE TO SPEND THE SUMMER



“Summer Resorts and Springs”

REACHED BY
THE

**Baltimore
& Ohio**

AN ARTISTIC FOLDER,
GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Allegheny Mountains

WITH DETAILED
DESCRIPTION OF

SEASHORE RESORTS

— AND —

GETTYSBURG FIELD

—

Free on application to any Ticket Agent
BALTIMORE & OHIO RAILROAD

WHERE TO SPEND THE SUMMER

"The Glades"

OF THE

ALLEGHENY MOUNTAINS

**Afford many delightful places
at or near**

**Deer Park
Mountain Lake Park
and Oakland**

**THE BEST TRAIN
SERVICE PREVAILS.**

**EASILY REACHED
WITHOUT CHANGE
OF CARS, BY
THROUGH TRAINS
OF THE**

**Baltimore
& Ohio**

FROM

**St. Louis, Louisville, Cincinnati,
Columbus, Chicago, Wheeling,
Pittsburg, Washington,
Baltimore, Philadelphia
and New York.**



ATLANTIC CITY



Baltimore
& Ohio



CAPE MAY
SEA ISLE CITY
OCEAN CITY, N. J.
OCEAN CITY, MD.
REHOBOTH BEACH, DEL.

EXCURSION TICKETS...

NOW ON SALE

FROM ALL POINTS

SPLENDID VESTIBULED TRAIN
SERVICE VIA PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

SPECIAL... EXCURSIONS

AT

VERY LOW RATES

JUNE 28
JULY 12 and 26
AUGUST 9 and 23
SEPTEMBER 6, 1906

Tickets Good 16 Days, Including
Date of Sale

FROM POINTS EAST OF OHIO RIVER

And on August 16, 1906
FROM POINTS WEST OF THE OHIO RIVER
Tickets Good 15 Days, Including Date of Sale

GOING SOUTH

FROM

BALTIMORE

8.00 a. m. to 8.00 p. m.

WEEK DAYS

==

**“EVERY HOUR
ON THE HOUR”**

==

GOING NORTH

FROM

WASHINGTON

7.00 a. m. to 8.00 p. m.

WEEK DAYS

EXPRESS

==

**Baltimore
& Ohio**

==

TRAINS

23d STREET TERMINAL, NEW YORK CITY

CONVENIENT TO HOTELS, THEATRES AND SHOPPING DISTRICT



Electric Cab Service

FROM

23d Street Terminal, New York City

| | 1 or 2 Passengers | 3 or 4 Passengers |
|---|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity..... | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 59th Street and Washington Square: First hour ... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs... 20c each

Only one such trunk carried on any vehicle.

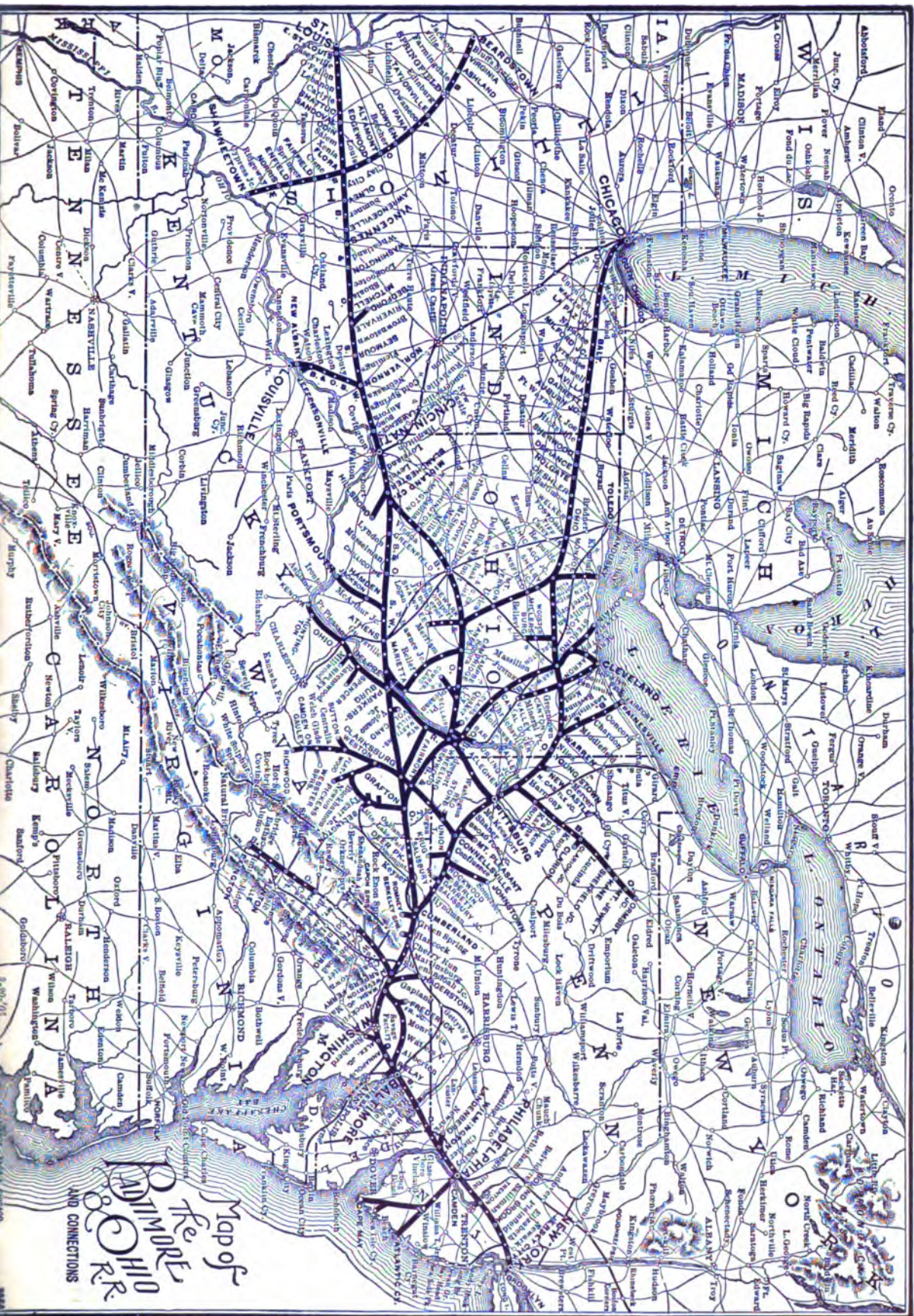
No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Telephone 2380, Columbus
NEW YORK CITY.

THROUGH STREET CAR SERVICE BETWEEN 23d STREET TERMINAL AND GRAND CENTRAL STATION, 7.30 a. m. TO 7.00 p. m., WEEK DAYS



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | 1 | 2 | 3 | .. | .. | .. | .. | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | .. | .. | .. | .. | .. | .. | |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 27 | 28 | 29 | 30 | 31 | .. | .. | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 29 | 30 | 31 | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | 1 | 2 | 3 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 30 | .. | .. | .. | .. | .. | .. | 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | 30 | 31 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

ROYAL BLUE GRAINS

D.B. MARTIN.
MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

Vol. IX.

JULY, 1906.

THE NEW YORK
PUBLIC LIBRARY
No. 10.

ASTOR, LENOX AND

BOOK OF
THE

ROYAL BLUE

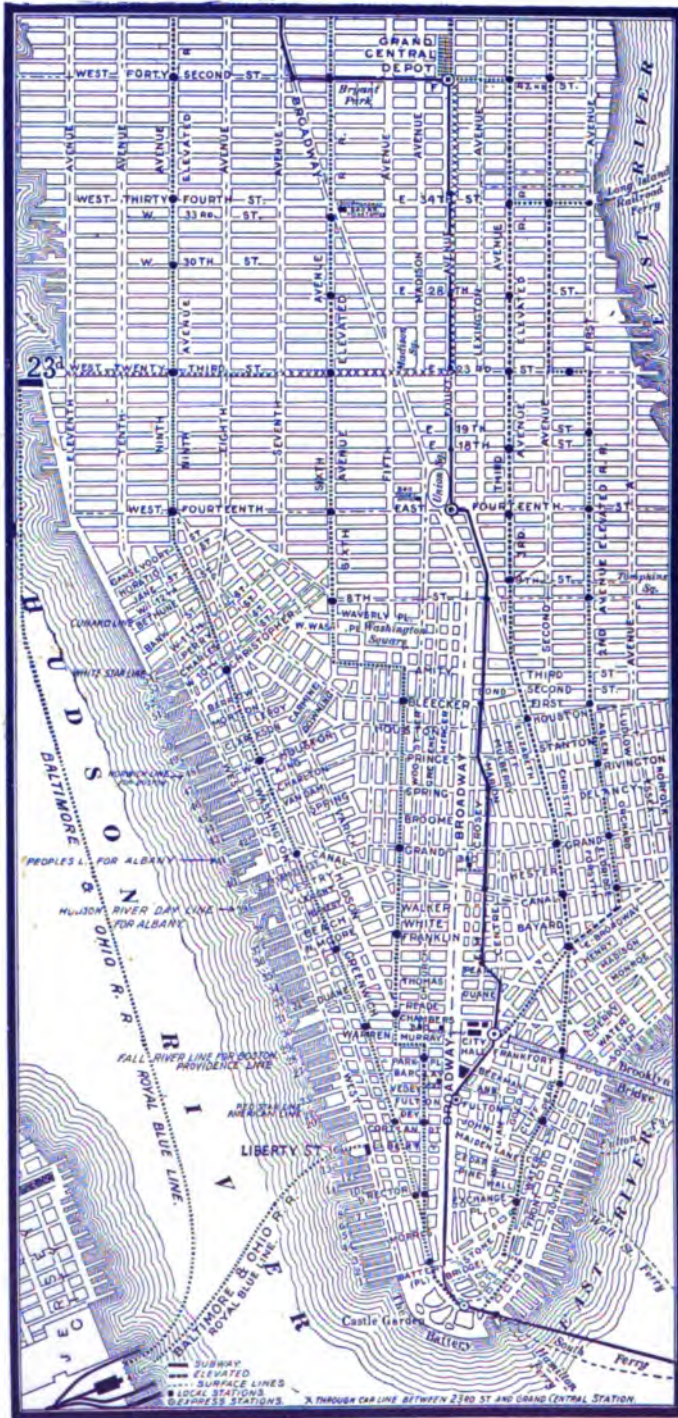


PICKETT'S CHARGE, GETTYSBURG.

BALTIMORE & OHIO R.R.

ALEXANDRIA, VA., A TOWN WITH A HISTORY.

23d St. The New Baltimore & Ohio "Up-Town" Terminal in New York City



Convenient
to the
Center
of the
Hotel,
Theater
and
Shopping
District

Up-to-date
Map showing
Subway,
Surface and
Elevated
Railways in
New York City

BOOK OF THE ROYAL BLUE.

JULY, 1906.

CONTENTS.

| | Page |
|---|------|
| Across Maryland on a Motor Cycle—By J. H. Reiners, Camden, N. J., in "The Motor Way." | 1 |
| The Banks of Rock Creek — By Dr. Thomas Calver | 8 |
| Blue Book Bits—By Jerome P. Fleishman | 9 |
| Proposed New Passenger Station at Wheeling..... | 12 |
| Alexandria, A Town with a History — By F. J. Young | 14 |
| Stub Ends of Thought { By Arthur G. Lewis..... | 19 |
| Home | |

ILLUSTRATIONS.

| | |
|--|-------|
| Harper's Ferry from the Mountain Top...Frontispiece. | |
| A Street in Harper's Ferry..... | 2 |
| The Houses are Piled One on Another | 3 |
| Patterson Viaduct..... | 7 |
| Before the Days of Steam Locomotion—Buzzard's Rock | 10 |
| Before the Days of Steam Locomotion—Tarpean Rock | 11 |
| Proposed New Passenger Station at Wheeling ... | 12-13 |
| Alexandria, Christ Church..... | 14 |
| " The Marshall House..... | 15 |
| " The Carlyle House | 16 |
| " The Fairfax House | 17 |

PRICE 5 CENTS.

50 CENTS PER YEAR.

WHERE TO SPEND THE SUMMER



“Summer Resorts and Springs”

REACHED BY
THE

Baltimore
& Ohio

AN ARTISTIC FOLDER,
GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Allegheny Mountains

WITH DETAILED
DESCRIPTION OF

SEASHORE RESORTS

— AND —

GETTYSBURG FIELD

Free on application to any Ticket Agent
BALTIMORE & OHIO RAILROAD

WHERE TO SPEND THE SUMMER

"The Glades"

OF THE

ALLEGHENY MOUNTAINS

Afford many delightful places
at or near

**Deer Park
Mountain Lake Park
and Oakland**

**THE BEST TRAIN
SERVICE PREVAILS.**

**EASILY REACHED
WITHOUT CHANGE
OF CARS, BY
THROUGH TRAINS
OF THE**

**Baltimore
& Ohio**

FROM

**St. Louis, Louisville, Cincinnati,
Columbus, Chicago, Wheeling,
Pittsburg, Washington,
Baltimore, Philadelphia
and New York.**





HARPER'S FERRY FROM THE MOUNTAIN TOP.

(Across Maryland on a Motor Cycle.)

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, JULY, 1906.

No. 10

ACROSS MARYLAND ON A MOTOR CYCLE.

BY J. H. REINERS, CAMDEN, N. J., IN "THE MOTOR WAY."

AT THE TIME I first suggested to Bart the camera possibilities of a trip over the historic ground which marked the invasion of the North by the Confederates in 1862 and 1863 he didn't seem to be very enthusiastic. He said it was impossible to keep his "Indian" working properly and do good snap-shooting too. But I persisted, and 10 o'clock the following Saturday morning saw us climbing Belmont grade, in Fairmont Park, Philadelphia, bound for Gettysburg—and beyond. Just how far beyond we had not then decided.

The day before our start the sky had clouded and we were afraid we would have rain to contend with, but fortunately the next morning dawned clear and bright, and we started forth with happy hearts. The journey had begun auspiciously and we felt sure the whole trip would be one of enjoyment, and such it proved to be.

With lunch in our pockets, midday fodder was a negligible quantity; and we popped along the smooth Lancaster pike, reacquainting ourselves with the familiar scenes of our "push-cycle" days. I had the hardest work imaginable to restrain Bart from stopping at each "pretty bit" and snapping it. "Hold on to 'em, Bart," said I. "Films may be hard to get farther along." And he rather unwillingly submitted.

None of the films were wasted, however, as every picture he took was a good one, and they are now highly valued by us as mementos of the trip. In fact, these pictures not only assist us in telling the

story of what we saw on the journey, but they will in after years serve to amuse, entertain and instruct our grandchildren.

We could have made thirty-five miles an hour easily along the sandpapered Lancaster pike, but the country is full of traps, and we contented ourselves with a 3:30 gait. Beyond Paoli the pike rapidly deteriorates, and we kept down our speed from necessity rather than choice. Our Indians were working beautifully.

We lunched out of our pockets at a spring between Paradise and Londersburg, and paying some rather stiff tolls—on the bicycle basis—sped away westward toward Lancaster, which we reached at 3 o'clock. The knowledge gained during our "push-cycle" days served us in good stead, and we lost no time in making inquiries, and pushed ahead for Columbia, where we crossed the Susquehanna on the long bridge to Wrightsville. From the latter place to York was covered in an hour, and by 6 o'clock we were washed up and waiting for supper, the irrepressible Bart meanwhile snapping the public square from the Colonnade Hotel porch.

Next morning we were up betimes, filling tanks and looking over our Indians to see that everything was ship-shape. Down the old York and Gettysburg pike we sped, intent on getting a real old country breakfast at "Hogtown"—spelled Hogue-town—which a Yorker whom we had met the night before declared we should not miss. And such a breakfast—and such a conglomeration of smells! Beef, mutton, pork—salt and fried—was stewed together

in a most unsavory-looking—and smelling—mess, and dumped on a large dish for the guests to help themselves. With sour potatoes on the side, sour milk to still further weaken the decrepit coffee and a generally uninviting table, Bart and I

our ham and eggs, although the coffee was somewhat Hogtownish.

Beyond Abbottstown we began to get into the foothills of the Allegheny, and the country—and road—becomes rougher as we proceed. It seems to be a great



A STREET IN HARPER'S FERRY.

looked at each other and then at the grub, handed the boniface the half-dollar the two meals came to—and left without eating a mouthful. It was a relief to get into the open air. No more country breakfasts for us! At Abbottstown the menu was better, and as the early-morning ride had sharpened our appetites to an edge, we enjoyed

yellow dog country along here, the sharp bark of our exhausts bringing the canines out of every farm house to greet us. The usual program of the Lancaster County yellow dog is to run alongside of you, snapping and barking; but if you can land a boot-toe on the point of his jaw he quickly fades away to the rear. We paid

our respects in this manner to quite a number. A bovine blockade held us up for about five minutes just outside of Abbottstown, a farmer's lad asking us to wait until he had stowed his charges safely away in pasture.

A feature of the sign-boards along the road beyond New Oxford is that every road to the right seems to lead to Hunters-town, and the distance always seems to be two miles. Indeed, we counted fully half a dozen signs which bore the legend—"Hunterstown—2 miles," and just as we

We did a little highway robbery stunt while enjoying the view from the top of the hill. A baker's wagon coming from Gettysburg, where its hard-working driver had possibly been delivering his wares since long before dawn, was slowly approaching the summit, and as it passed us we saw that the driver was asleep. Bart looked over the tail-board and descried a basket half full of ginger cakes. We needed the cakes; but the man was asleep, and it was a shame to wake him—and, well, we took a half dozen each, and



THE HOUSES ARE PILED ONE ON ANOTHER.

were wondering whether there were any other towns in that section we arrived at the top of a long grade, and there, spread out before us, lay the entire battlefield of Gettysburg, peaceful and quiet in the Sabbath stillness. Just here we passed an ancient house, built by one of the original settlers over a century ago, and just beyond we stopped to examine a mile-stone on which was roughly chiseled "Phila. 139 m." There is no similar stone, that we saw, within thirty-five or forty miles. We wondered who put it there, and whether there had been others in the long ago.

enjoyed them. They tasted especially good, for some reason.

Arriving in Gettysburg about 10 a. m., we hied us to the Eagle House and had a bath and shave before dinner. We were the first ones in the dining room, for we wanted to "do" the battlefield in one afternoon, if possible, and that necessitated an early start. We were advised to leave our motorcycles at the hotel, and make the rounds in the trolley cars, which run at frequent intervals, and land passengers within easy reach of all the historic landmarks—Little Round Top, Devil's Den, "High-Water Mark"—several handsome

monuments and four field guns marking the spot where the last few ripples of the great wave of invasion spent themselves against Meade's stonewall front—Spangler's Spring—where the soldiers of both sides slaked their terrible thirst during those burning July days nearly a half-century ago—and General Meade's headquarters.

Bart was in his element. His photographic instinct is undoubtedly good, and where such countless opportunities were afforded him he always snapped the best. We put in a busy afternoon, and by hard work managed to see everything of interest before dark, even if the inspection were but casual. Returning to the hotel, we supped and spent an hour preparing our mounts for next day's hard work, and by 9:30 were soundly asleep, after having left a 5:30 call with the hotel clerk for next morning.

It was 7 o'clock Monday morning when we left Gettysburg behind, and speeding through Fairfield, we soon began to climb Jack's Mountain, the sharp exhaust of the Indians being re-echoed from the opposite side of the valley as we mounted the grade. Although the road is of clay, the surface is good, and we made excellent progress till near the top, when Bart's machine stopped. A hurried inspection revealed a broken battery wire, which was soon mended, and in five minutes the big Monterey Springs Hotel hove into view, and we flattered ourselves over the quick trip we had made up the mountain. Alas! between us and the hotel was a deep gorge, and we had another two-mile climb before we finally reached the hostelry, where we stopped for dinner and took a two-hour loaf to enjoy the mountain scenery.

The trip across and down the mountains was a memorable one. We stopped at Pen Mar and Buena Vista to drink in the beauties of the glorious Cumberland Valley before dropping down to the prosaic level of Rousersville.

Soon we arrived in Waynesboro, where we turned sharp to the left, and pegged away for Hagerstown. The road was excellent, and the bridges over the Antietam Creek—for we were once more in historic territory—are of stone. As we had lots of time, and Bart had replenished his store of films, several stops were made at particularly pretty spots to get views, and it was almost supper time when we caused

the Hagerstownners to sit up and take notice as we "pop-popped" side by side down the main street to the Baldwin House.

While at breakfast the next morning, J. Pluvius precipitated a load of aqueous pitchforks upon the landscape, and we were exceedingly woeful over the prospects of a bad day; but by 9 o'clock the rain had ceased, and an hour later we pulled out of town under a clear sky en route for Sharpsburg and the Antietam battlefields over an excellent stone road, comparatively level and with long, easy grades. Had the road been dry, our Indians could have reeled off the miles under two minutes right along; but we were taking no chances so far away from home and mother. On the way we came to a pretty little whitewashed town, with front yards full of rose bushes whose buds were just about to burst. We interrogated a lad who came along just then:

"What's the name of this place, young man?"

"Tombtown"—that's what it sounded like.

"Rather a sombre name for such a pretty place. How do you spell it?"

"Don't know."

Later we discovered that it was spelled "Tilghmantown," and a few miles beyond we came to the old Dunkard church around which the battle raged fiercely on that September day over two-score years ago. The old edifice still bears the marks of numerous bullets, and a tablet set in its front gives the details of its use as a hospital by both sides, it having been taken and retaken several times by both sides during the memorable conflict.

A brief inspection of the surrounding ground, and we were once more on our way to Sharpsburg, which we reached in ample time for dinner, and where we sat down to one of the finest meals of the trip—and only fifty cents, too. The City Hotel is a little, old-fashioned, two-story house—it was built over 125 years ago—and the low ceiling in its quaint little dining-room was within easy reach, and neither of us is a six-footer. It was a meal fit for the gods—and had an ice-cream wind-up at that.

We left the main road, and by a side street reached the famous Burnside Bridge over the Antietam. This bridge, being of stone, was not destroyed before or during the battle, and here the conflict raged with incredible fierceness, the bridge having

been in the hands of "Yanks" and "Rebs" several times during that long September day in 1862, as the tide of battle ebbed and flowed.

We followed the road, which parallels the creek for many miles, crossing from side to side until we reached the little village of Antietam, where, after taking a couple of snapshots, we decided to make a bee-line across country to Harper's Ferry. It appears that somebody in Sharpsburg had been filling Bart up with stories about the John Brown country and told him the roads were fine and the possibilities of securing fine views excellent.

It may have been a bee-line, all right—and we were stung, for such a ride we never had and hope never to have again. If there is a level stretch of 100 yards between Antietam and Harper's Ferry—by the route we took—it was carefully hidden till we passed by. It was a regular saw-tooth, either up or down—and such grades! We pedestrianized considerably, and it was no joke, that hot afternoon, pushing 125 pounds of "Indian" and cameras up hill and holding 'em back going down. And perhaps we weren't glad when we dropped down the last grade and ran onto the old National pike about five miles above Harper's Ferry. And nary a John Brown's rendezvous or church did we see on the trip! Bart was so glad when the Potomac hove in sight that he dismounted at once and snapped the scene. We reached our quarters at Harper's Ferry, Connor's Hotel, as the whistles were blowing for six o'clock, after the hardest day's ride of the trip.

Harper's Ferry is built on a steep hill—so steep in some places that from the railroad station the houses seem to be standing one on top of the other, and it can therefore be imagined that we had no use for motorcycles as we scrambled around for views the next morning. In our wanderings we inspected the monument erected on the site of "John Brown's Fort," alongside of which a quintet of bronze tablets tells the full story of those stirring ante-bellum days. We also visited "Jefferson's Rock," situated half-way up the mountain above the town. We were vastly interested in the streets of the town; they are either of the zig-zag variety or just plain steps carved out of the natural rock. Motorcycling in Harper's Ferry must forever have its disadvantages, and it is extremely improbable

that the sport will ever become popular there.

In the afternoon we decided to climb the mountain opposite the town and get some views. Had we anticipated what we were to go up against it is probable that we would have preferred to decorate the hotel porch during the entire afternoon. However, questioning elicited the fact that there was a path to the top, but nobody knew just where it lay. True, the Union troops had dragged cannon to the top during the war, but just how the trick was done, and by what route, was a mystery we determined to solve. We were directed to cross the river and go down the pike, take a road to the right up and back of the mountain, inquire at a farm house, and so on. We followed directions, but the old lady at the farm house knew nothing of any road to the top. We then interrogated a boy, who, upon the exhibition of a half dollar, suddenly remembered that he knew of a path to the crest. Would he show us where the path was—for a half dollar? Sure! So we followed him across a 45-degree corn-field, climbed through blackberry bushes and poison ivy and over big boulders, until finally we came to an almost obliterated path.

"Here you are," said the lad. And he began to retrace his steps.

"Why, aren't you going to take us to the top?"

"No," bluntly responded the embryo capitalist. "You asked me to take you to the path. Here it is." And he turned on his heel and scrambled back the way he came.

There was nothing for us to do but follow the path, which sounds easier than the reality. "Following the path" meant boosting one another up eight and ten foot breaks in the "path," climbing across tree trunks, worming our way around boulders for fully an hour and a half—always up and up, until finally we caught our first view of the town through a huge gap in the almost perpendicular face of the cliff. Here we stopped to rest and take a photograph, and then we struggled on up to the top, three hours having elapsed since we left the hotel. But the scene from the crest amply repaid us. Here we could see far into the states of Maryland, Virginia and West Virginia—for Harper's Ferry is the corner stake between those states—and the picturesque Potomac and Shenan-

doah can be seen for miles until they disappear beyond distant mountains.

Harper's Ferry has an "Old Man of the Mountains," and it took quite a lot of maneuvering to get into a position to get his profile. It was not the safest place in the world, either, for the outer leg of the tripod was within a foot of the edge of the mountain, a sheer fall of 1,300 feet to the hospitable rocks below. Some enterprising vender of talcum powder has had the poor taste to disfigure the face of the cliff just under the "Old Man" with a painted sign calling attention of the Baltimore & Ohio passengers to his wares as they whirl past on the opposite bank of the Potomac.

The next morning we started on a climb out of the Potomac Valley en route for Leesburg, Va. While the going was none of the best, the scenery made ample amends. We were held up on our way by a road repairing outfit, drawn by eight horses. The scheme is to plow the entire road six inches deep, throwing the bulk of the material into the center—and let nature do the rest. Five miles of such road improvement meant a walk of that distance, and we firmly resolved to petition the lawmakers of Old Dominion to adopt some more modern method of improving highways.

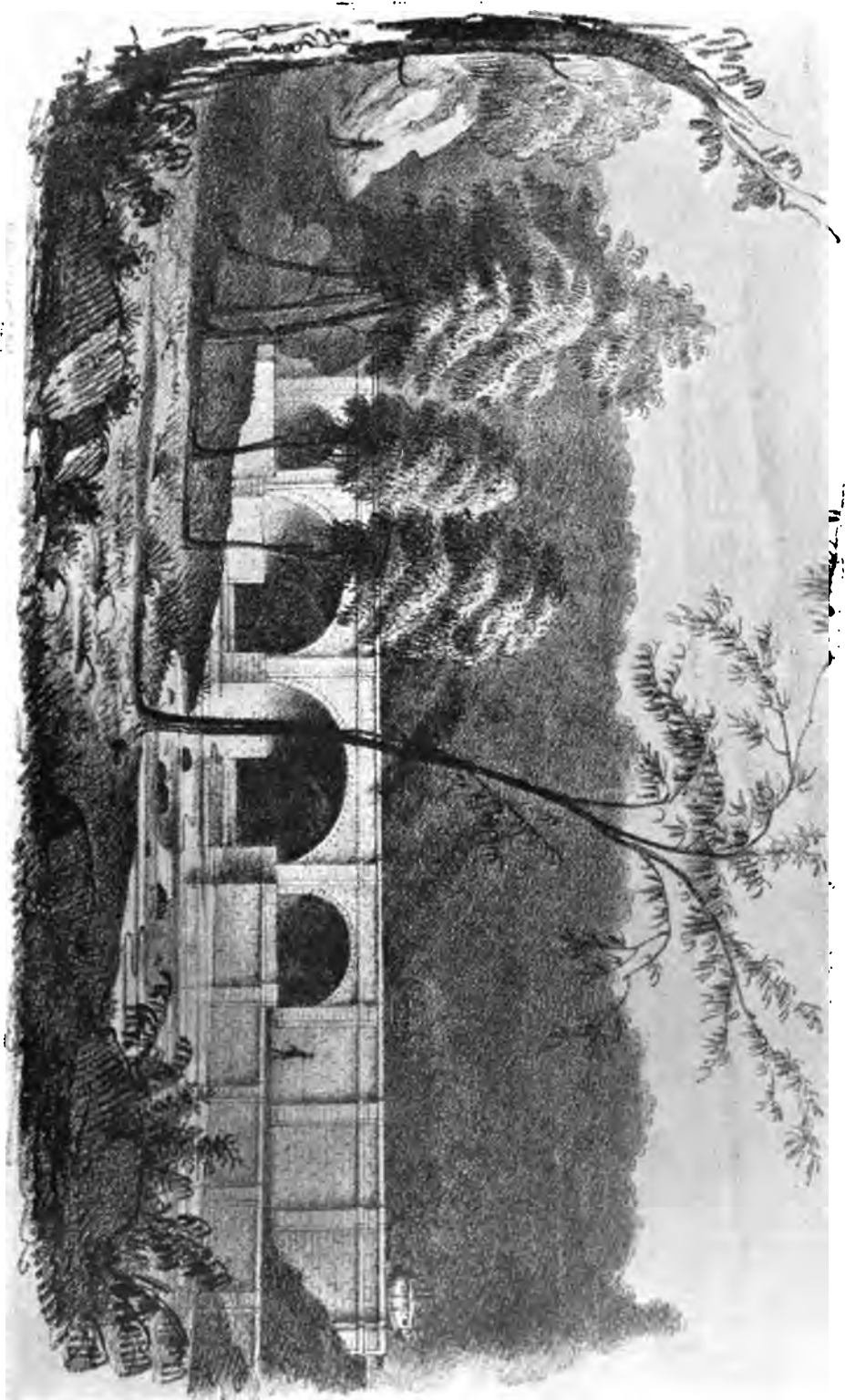
"Old Virginny" homesteads are picturesque, and one in particular where we stopped for a drink of water was especially so. It was almost buried in shrubbery and flowers, and the "true Southern hospitality" manifested itself when the lady of the house insisted on going to the spring, a hundred yards distant, for fresh water for us. Northern gallantry wouldn't stand

for that, so I took the bucket from her and filled it myself. Motorcycles are something new down that way, and after we had delivered a short lecture on gas engines we went on our way. The agricultural country we passed through was evidently prosperous, apart from the roads, which would have been impassable after a rain. Indeed, an aqueous downpour which set in when we were within two miles of Leesburg gave an inkling of what a steady rain could accomplish. We waited in a roadside shed until the rain ceased—and then walked all the way to Leesburg.

So thick was the dust along the route from High Falls to Washington that by common consent an interval of several minutes was allowed between starts to give it a chance to settle before the next vehicle would attempt it. As we were as dirty as we could well be, we did not wait, especially as we had an engagement to eat dinner with Postmaster Barnes, of Washington, having telegraphed him to that effect from Leesburg. So we pounded away through the swirling dust to the Viaduct road, where the conditions improved, and thence to Cabin John Bridge, where we stopped to get rid of a little dust, within and without, and then proceeded on our way through Georgetown, past Washington's immense water system, to our host's house.

After dinner we bade the postmaster good-bye and rode to the Baltimore & Ohio station, where we caught the 8 o'clock train for Philadelphia, arriving home about midnight. Apart from a puncture or two and a broken wire, our "Indians" had stood up under their work in grand style.





PATTERSON VIADUCT, (RELAY), BALTIMORE & OHIO RAILROAD, FROM AN OLD LITHOGRAPH PRINTED IN 1851, SHOWING HORSE CARS ON BRIDGE.

THE BANKS OF ROCK CREEK.

BY DR. THOMAS CALVER.

1. I'm thinking of days in the years that are past,
When moments were golden and flying so fast;
When life was a radiant circle of joys,
With merry companions—the girls and the boys.
How sweet then to wander through woodland and glade,
With love for a guide and a beautiful maid,
And ferns of the forest and flowerets to seek
By the waters that laugh, on the banks of Rock Creek.
2. By waters that laugh and are dancing as well,
And singing a song with a magical spell
That holds the rapt hearer so close to their side,
His heart leaps and dances in rhythm with the tide.
So, leaping from boulder to boulder across,
Or resting in midstream on pillows of moss,
And listening enthralled, not a word would we speak
To break the sweet spell of the banks of Rock Creek.
3. And there, where the water grows silent and stays,
What beautiful sights would respond to the gaze—
The minnows that circled in glistening school;
The dear eyes reflecting their love from the pool;
The lilies superb, that hung over the tide
And saw their own faces and nodded with pride,
Oft dipped by the zephyrs in frolicsome freak
Inspired by fays on the banks of Rock Creek.
4. The fauns and the fairies there joyously meet
And magical words of enchantment repeat,
And race with the shimmering, glimmering flow
That down through the cascade rejoices to go,
And laughs till it cries in a flecking of foam
That clings to the banks of its silvery home,
Till reaching the pool; then so silent and meek
It smiles at us two on the banks of Rock Creek.

THE BANKS OF ROCK CREEK—Continued.

5. Ah, there on the banks, where the waters are deep,
The woodland awakes while the tired waters sleep —
The mocking bird, trilling its wonderful lay;
The whip-poor-will, chanting good-bye to the day;
The squirrel, that chatters and swings on the trees;
The thrush, with its silver note hushing the breeze;
All rouse when the tide has grown silent and weak,
To keep up the charm of the banks of Rock Creek.
6. How sweet on the green, mossy bank there to rest,
Like Nature's loved children pressed close to her breast,
While songsters exert their most wonderful powers
To blend their sweet voices in concert with ours.
There words were all freighted with rapturous bliss,
And glance blent with glance emphasized with a kiss —
A kiss that red-mantled a velvety cheek
And brought Eden's bowers to the banks of Rock Creek.
7. The joys of our youth seem so far, far away,
When life like our thin locks of hair has grown gray;
And all that dear woodland seems saddened and lone,
While sounds all unite in a heart-breaking moan.
But there is a stream in a far-away land,
And by it bright forms are extending a hand —
Ah, there I shall never have vainly to seek
For dear ones no more on the banks of Rock Creek.

BLUE BOOK BITS.

BY JEROME P. FLEISHMAN.

THE world will never look rosy to you if you are always searching for its thorns.

IF "all the world's a stage," aren't there a lot of people doing chorus parts?

"KNOWLEDGE is power." But if you don't know how to use it, it's wasted energy.

IF we would sometimes "look before we leap," we wouldn't do things "on the jump."

THE world is full of trouble, and equally as full of people looking for it.

IT is all right to have faith in humanity, but I'd rather that humanity have faith in me.

THERE are two kinds of love—the love that trusts and the love that doubts. The love that trusts grows; the love that doubts dies.

AS you go through life, smile. The glum-looking man spreads gloom; the man who laughs makes friends.

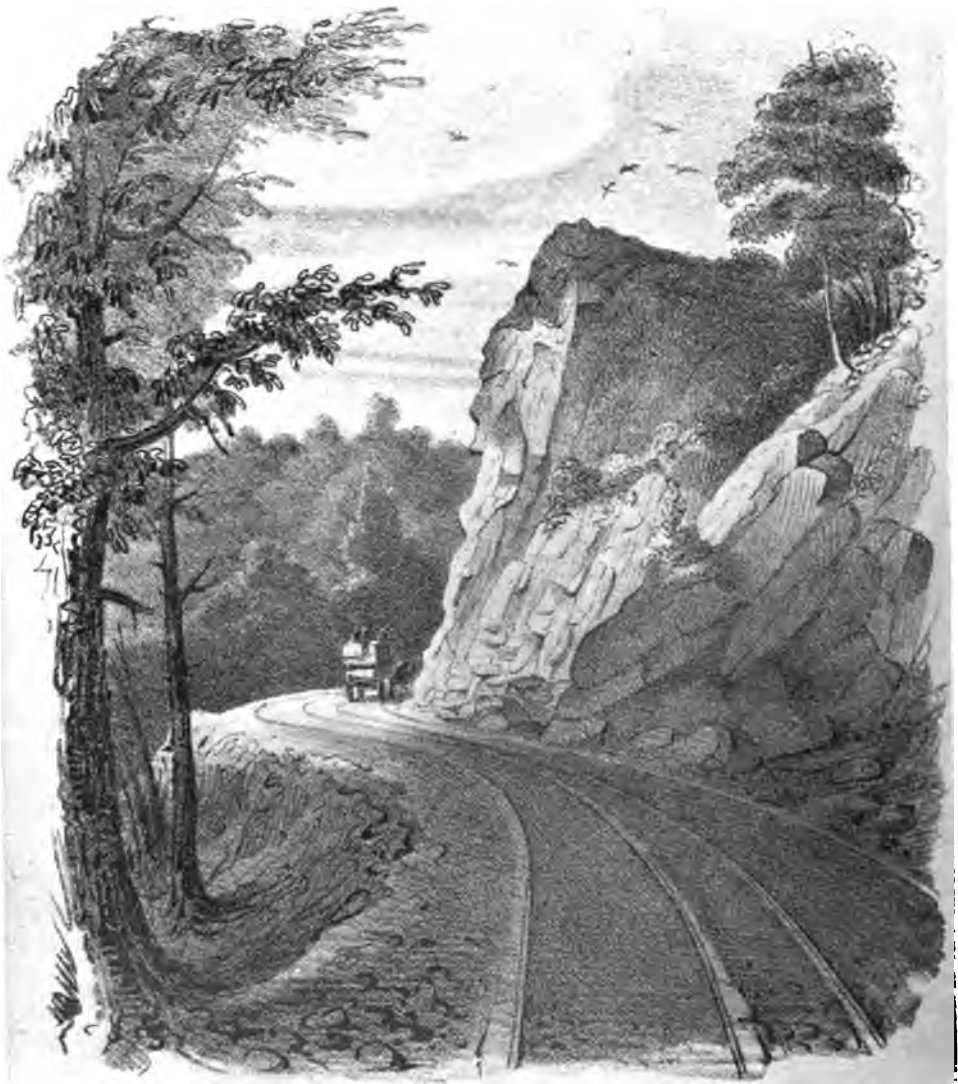
SOME people say things extremely well, but lack the ability to shut up when they have said enough.

DECEIVE a man once, and you have a naturally confirmed skeptic to deal with ever after.

WHEN a man begins to "blow" about his accomplishments, you may set him down as not being used to accomplishing very much.

PROSPERITY will show a man's character; adversity will show his mettle.

PUT some men in the dark and hear them talk and you'll judge them to be angels. Stand them out in the light and watch their eyes, and you'll have your doubts.



M. Swett engr. of Del.

BEFORE THE DAYS OF STEAM LOCOMOTION.

BUZZARD'S ROCK.

BALTO. & OHIO R.R.

Engr. & Published by Endicott & Swett, Graphic Hall, Balto

for the Methodist Protestant.

1831.



BEFORE THE DAYS OF STEAM LOCOMOTION.

TARPEAN ROCK.

BALTO & OHIO R.R.

Lith. & Published by Endicott & Sweet, Graphic Hall, Balto.

for the Methodist Protestant.

1831

AN EASTERN JOURNEY IN 1844.

REPRODUCED FROM DIARY.

THE following interesting itinerary is reproduced from the Chillicothe, O., *News-Advertiser*, with the exception of the names mentioned therein. The journey was made before the Baltimore & Ohio Railroad had completed its lines across the mountains. The stage coach referred to was over the route of the Old National Pike:

Monday, February 26, 1844.—Cloudy. Prepared to go East.

Tuesday, February 27.—We remained up until the stage called, and we started in the morning at 1 o'clock for the East. We arrived at Lancaster at 7 o'clock for breakfast. Cold, raw atmosphere, and some rain. Arrived at Somerset at 12 o'clock, and at Zanesville at half past 3 o'clock, where we took supper. Started from Zanesville at 7 o'clock with twelve passengers, beautiful moonlight, but cold weather.

Wednesday, February 28.—Clear. Arrived at Wheeling at 10 o'clock and took breakfast. Waited until afternoon and started for Cumberland at 1 o'clock; arrived at Washington, Pa., at 7 o'clock and took supper. The evening was warm and pleasant and moonlight night. Arrived in Brownsville, Pa., about 12 o'clock and stopped at Workman's Hotel.

Thursday, February 29.—Arrived at Uniontown about 5 o'clock and started from there about 6 o'clock. Ascended Laurel Hill, which we found on the western side without snow, but descending it, we found it covered with snow and ice, and very ugly traveling. The weather was very mild on the mountain, and it rained nearly all day. In the evening at 6 o'clock we arrived at Frostburg, Md., where we took supper, and at 11 o'clock at Cumberland, where we stayed overnight.

Friday, March 1.—We arose at 6 o'clock, got shaved, took breakfast, and started for Baltimore on the Baltimore & Ohio Railroad. Arrived at Harper's Ferry at half past 12 o'clock, where we took dinner, and arrived at Baltimore at half past 5 o'clock. Stopped at Barnum's Hotel. At 9 o'clock went and got some oysters.

Saturday, Sunday, Monday, Tuesday, March 2 to 5, in Baltimore.

Wednesday, March 6.—Started from Baltimore at 9 o'clock on the railroad, and arrived in Philadelphia at 3 o'clock; stopped at the United States Hotel.

Thursday, March 7.—Ordered a bill of hardware direct from England.

Friday, March 8.—Rain all day. Started from Philadelphia at 9 o'clock and arrived in New York at half past 2 o'clock. Took lodging at Howard Hotel. In the evening went to a bath-house for baths.

Saturday, March 9.—A little rain. Commenced business in New York. In the evening went to see the Automaton and went to the Olympic Theatre.

Sunday, March 10.—In the afternoon made calls.

Monday, March 11.—In the evening went to the Park Theatre where we saw Booth, the tragedian, play Richard the Third.

Tuesday, March 12.—In the evening went to Florence and ate some oysters.

Friday, March 15.—Left New York at 8 o'clock and arrived in Philadelphia at 3 o'clock; stopped at United States Hotel.

Saturday, March 16.—Left Philadelphia, arrived in Baltimore at 2 o'clock.

Sunday, March 17.—Clear weather. In Baltimore.

Tuesday, March 19.—Left Baltimore at 7 o'clock for home. Arrived at Harper's Ferry at 12 o'clock, and Cumberland at half past 4 o'clock. Took supper at Cumberland, and took the mail stage at half past 5 o'clock.

Wednesday, March 20.—Arrived at Uniontown at 11 o'clock and Washington at 9 o'clock, where we took supper.

Thursday, March 21.—Arrived at Wheeling at 4 o'clock in the morning. Took breakfast and left Wheeling at 8 o'clock. Arrived in Zanesville at half past 9 o'clock. Took supper and left there at 11 o'clock.

Friday, March 22.—Arrived at Lancaster at half past 8 o'clock, took breakfast; left Lancaster at 10 o'clock, and arrived in Chillicothe at half past 4 o'clock.

[Readers will observe that the travelers were three days and three nights in a stage coach, returning from Cumberland, Md., to Chillicothe; and three days and two nights going the same distance eastward.]

The record continues:

Wednesday, April 1, 1844.—Received a few goods by wagon from Portsmouth.

Thursday, April 8, 1844.—Received considerable quantity of new goods.

[It was just five weeks from the time the gentleman started East until he received his first small shipment of goods.]

Had the journey been made in 1906, either of the following schedules might have been used with greater comfort in through solid vestibuled trains without change, in Pullman cars and with the accompaniment of palatial dining cars:

| | | | |
|---------------------------|-----------|---------|----------|
| Lv Chillicothe | 3.12 pm | 9.32 pm | 11.00 am |
| Lv Parkersburg | 6.55 pm | 1.15 am | 3.05 pm |
| Ar Cumberland | 2.15 am | 8.18 am | 10.20 pm |
| Ar Harper's Ferry | | | |
| Ar Baltimore | 7.50 am | 1.47 pm | 5.47 am |
| Ar Philadelphia | 10.15 am | 4.05 pm | 6.00 am |
| Ar New York | 12.55 n'n | 6.30 pm | 8.54 am |

By comparison, the time consumed in actual travel on going trip in 1844 was ninety-two and one-half hours, while the same journey can be made at the present time in nineteen hours and fifty-eight minutes.

BALTIMORE HOME-COMING.

FOR the week commencing September 10, the city of Baltimore has issued a call to all of her scattered children and children's children to come home. Maryland is an old State and her sons and daughters make up the residential lists of nearly every city in the United States. The "home-coming" is for the purpose of showing off the new city, rebuilt since the great fire in February, 1904. With many of the old buildings burned there were also many old foggy ideas, and the new ideas are in line with the energies displayed by the grandfathers and great-grandfathers of the present generation.

There are many "first things" among Baltimore's past achievements. She produced the first railroad of the country, the first telegraph and the first electric street railway car. These three things are of foremost importance in the commercial welfare of the whole country, and the city has reason to be proud. But there was no intention to rest on former laurels but to continue striving ahead. This was fully demonstrated in the activity displayed in rebuilding the city.

Two and one-half years ago the great Baltimore fire started, which swept through the heart of the business section and destroyed 1,343 buildings, valued at \$12,908,300. The fire started shortly before 11 o'clock in the morning, in the building bounded by German and Liberty Streets and Hopkins Place.

Of the 1,343 lots made vacant by the fire there are now only 176 vacant. The Burnt District Commission acquired 700 lots for widening of streets and for new docks. Since February 7, 1904, 600 new buildings have been built at an estimated cost of \$25,000,000. Many of these new structures, however, occupy two or three lots, where, before the fire, each of these lots was occupied by a single building. In addition to the rebuilding in the burned district, there has been a general boom in building in other parts of the city and in the suburbs. Wholesale trade has increased about 50 per cent, and merchants are coming here to buy goods who never bought in Baltimore before. Preliminary work on the sewerage system has begun, while the city government has been putting in execution numerous other plans for generally beautifying the city.

The "home-coming" will be celebrated by a general jubilee week, during which the business men of the city will be busy showing off the new city. There will be celebrations and parades and entertainments which will be announced through the press. The railroads will name special rates from all points as far west as Chicago, and as September is not too late to enjoy the pleasures of nearby seashore resorts, indications are that the "home-coming" will be general.

That Baltimore has reason to be proud of the fact the first railroad of the land resulted from the efforts of its enterprising citizens as far back as 1827 is demonstrated by a little bit of history.

The Baltimore & Ohio Railroad was the offspring of awakening commerce and the forerunner of the great commercial activity of the country, and not only that, it is the only trunk line which carries the name of the city as a perpetual advertisement to all portions of the United States, and, under its charter, will continue to do so.

Baltimore, therefore, is naturally the point of radiation of the lines of the Baltimore & Ohio Railroad. It had its beginning on the 4th of July, 1828, as the first passenger and freight railroad in America; and with mixed patriotism and enthusiasm its lines built westward to keep apace with the fast growing country. In the course of time it reached Cumberland, thence Wheeling and the Ohio River; it reached out farther until it embraced Cincinnati, St. Louis, Louisville, Chicago, Columbus, Cleveland, Pittsburg, Washington, Philadelphia and New York, with many branches throughout the States of Pennsylvania, West Virginia, Ohio, Indiana and Illinois.

The passenger train service between these cities advanced with the times, improving and increasing with the growing demands of the cities and the country through which its route lay.

The Baltimore & Ohio Railroad offers the City of Baltimore the advantage of two railway stations, to and from which all of its principal passenger trains arrive and depart.

Mt. Royal Station is convenient to the northern residence section and Camden Station to the central and southern portions

ALEXANDRIA, NEE BELHAVEN—A TOWN WITH A HISTORY.

BY F. J. YOUNG.

IN the year 1730, when tobacco was the staple product of this section, some enterprising men established a warehouse for the accommodation of shippers on the banks of the Potomac, about seven miles below the present site of the capital city. This Hunting Creek warehouse was the nucleus around which in time clustered a little hamlet which was known as Belhaven. There were no railroads; overland traffic was conducted by means of vehicles drawn by horses, mules or oxen, and a town on a navigable river deep enough to float large vessels was ex-

of some of the leading families, and we find King, Duke and Royal streets as well as Lee, Jackson and Cameron. In 1779 the name of the town was changed to the present title in honor of the Alexander family. One of the claims to distinction which Alexandria has, of which the inhabitants have always been proud, is that the home of Washington is but a few miles distant and he was associated with the town in all the principal events of his life. Here he voted, from here he went as a captain, later as aide to Braddock, and finally as commander-in-chief of the Conti-



CHRIST CHURCH, ALEXANDRIA.

ceptionally well situated. To this place came vessels from England loaded with merchandise to be exchanged for cargoes of the fragrant weed, and soon the town rivaled in importance Georgetown, Baltimore and Philadelphia. Steps were taken to provide for the great city which was expected and in 1748 building lots were laid out and lines for streets established. Among the surveyors was George Washington, a boy of sixteen. The following year the town was organized, trustees chosen, and all was ready for the rush of people and capital. As was then the custom, the streets were given names derived from royalty and the nobility, or in honor

nental Army, and on each return was warmly welcomed by his townsmen.

He served as vestryman in his church, trustee of the town, and after his terms as President, accepted an election as road commissioner. The 22d of February is elaborately observed here.

In 1762 a brick church, which still stands, was built, and in one place we see a reminder of the troublous times in the 60's; two churches of the same denomination, facing each other, are known respectively as North and South Church. In 1765 Christ Church, probably the most interesting edifice of its kind in America, was planned. The town was then in Fairfax, a county



THE MARSHALL HOUSE, WHERE COLONEL ELLSWORTH WAS KILLED.

which embraced much of the northern part of Virginia, and the new parish was called Fairfax, and at the first election for vestrymen, George Washington was one of those chosen.

A site being sold for one penny, in 1767 the erection began, and was completed in 1773.

Within a short distance of Alexandria are now several brickyards with a yearly output of millions, but it is said all the brick for this church was brought from England, as it was thought there was no clay in the colonies fit for brickmaking.

The records of the church show that on February 27, 1773, there was an auction for the choice of pews, and that the sum of £36 10s was given by Washington for a choice, the rental being fixed at £5 per year. In 1860 many changes were made in the interior of the church, but the historic square pew of the first President was left and still remains in its original condition, being now reserved for visitors at the services. Nearly opposite is the seat occupied many years later by another great Virginian—R. E. Lee. In 1870 twin tablets were placed on the wall on either side of the pulpit, bearing the names of Washington and Lee, respectively, with the statement that they were members of the vestry. This church is visited by thousands yearly, the trolley line from the capital to Mt. Vernon, the home and burial place of Washington, passes through the town, and tourists usually stop long enough to visit this landmark, with which he was so closely identified. The pews have heavy doors;

the chandelier with wax candles still hangs in the center, but is never lighted except for weddings, electricity having supplanted candles for general use.

The old style reading desk and high narrow pulpit, with its winding stairway, remains as of old. In the vestry are shown many relics of bygone days, including the original Bible used in the church services, the first book printed for use in the States with the prayer for the President instead of the King, and the long staff holding the silken bag in which contributions were taken. Soon after the tea was thrown overboard in Boston harbor, in 1773, a meeting was held in this church at which resolutions were passed condemning the policy of the British Government in placing on the people an unjust tax; Colonel Washington, who presided, little dreamed of what the future had in store for him. In accordance with the prevailing custom the churchyard was used as a burial place, the first interment being in 1771. None have been made later than 1808, with two exceptions. Charles Bennet, a prominent citizen, died in 1839, and as a special honor he was interred in these grounds and a handsome monument erected by order of the Common Council. The inscription says he was a public benefactor, and this stone was to commemorate his private character and public liberality.

In 1879 the remains of thirty-four Confederates were buried in one corner; the tablet over the grave gives their names and says they died in hospitals while prisoners



THE CARLYLE HOUSE.

of war, and their bones were removed from the National Cemeteries. Most of the tablets or headstones being made of sandstone have crumbled and the inscriptions are illegible; a few are noticeable. On one, the date of birth and death is followed by the statement that the deceased was a friend of Washington. Over the grave of an actress, who died in 1808, is recorded that her husband was the proprietor of the Baltimore and Philadelphia theatres and that by her loss the American stage has been deprived of its brightest ornament. Some of the poetry is quaint, as:

"Farewell my wife and children dear
As you must still remain,
The Lord of hosts be your defence
Until we meet again."

or, as appears on a tomb dated 1805:

"Make the extended skies your tomb
Let stars record your worth,
Yet know Vain Mortal all must die
As Nature's fickle birth."

"In thy fair book of life divine
My God, inscribe my name;
There let it fill some humble place
Beneath the slaughtered lamb."

On the outskirts of the city is a National Cemetery containing over 1,300 graves of

Union soldiers. At a prominent point in the city is a handsome monument erected to the memory of soldiers of the Southern Army from Alexandria. About 100 names are carved on the sides of this. The figure is life size, the design being an artilleryman in the position of "parade rest," with arms folded, uncovered head, and eyes downcast as though in prayer, or deep thought.

It is a fitting tribute to the men who rode with Stuart or followed Stonewall Jackson or Lee.

One of the historic places is the mansion erected in 1732 by John Carlyle, one of the leading men of the colony. The river, which is now two blocks distant, then ran by the rear of the house. This was one of the finest residences in the country, a spacious hotel of about 300 rooms was built some years ago, inclosing this dwelling, but the hotel was not successful and after standing idle for years is now being reconstructed and arranged for an apartment house. The Carlyle house is in a good state of preservation and is being restored to its original condition, and a museum will be established there.

The spacious wine vaults are still in good condition; a dungeon, with iron door, stone floor and a hole in the high ceiling to give light and air, occupies one wing of the cellar. Tradition has it that Mr. Carlyle being a magistrate used to confine here on his own premises wandering Indians and runaway slaves. Under a wide terrace, on the river side, is a vaulted passage which was probably used in unloading goods from the ships and which also provided an exit in case of necessity. In the recent excavations incident to the repairs a large iron box having the appearance of a coffin was unearthed; there was no inscription or mark to show for what it was used, a heavy hanger of the kind used by sailors was inclosed, and it is possible it was used as a coffin, or more probably as an arms chest.

There were stirring times in the little city in the spring of 1755. For years England and France had been contending for the possession of the New World; neither of them had any valid claim, but each was pushing forward its frontiers and building forts, and the aggressions of the French and their Indian allies had been a source of great trouble to the English settlers. Maj.-Gen. Edward Braddock was sent over with two veteran regiments, numbering about 1,600 men, to defend the

claims of the English Government. He seems to have had no qualities to recommend him for that task except personal bravery; a type of the arrogant, hard-drinking professional soldier of the day, he had a contempt for anything connected with war that was not conducted according to the regulations. Mr. Carlyle invited him to be his guest and make his headquarters at his house, and here on April 16, 1755, a consultation was held, the Governors of Pennsylvania, New York, Virginia, Maryland and Massachusetts, being invited to meet the General.

Benjamin Franklin was present to give his opinion of the number of horses, etc., which the colonists could furnish, it having been decided by Braddock to move on the fort lately established by the French near the present site of Pittsburg. At the suggestion of the Governor of Virginia, Major Washington was called in to give his views, as his experience with the Indians and his knowledge of the country well fitted him to do. But Braddock ignored all advice, and said the backwoods' manner of fighting behind trees might do for raw militia, but that His Majesty's Regulars were not afraid of any foe. A noted body of scouts offered their services, but were refused so curtly that they left camp at once. History tells the story of the expedition. About 400 Colonial Militia accompanied the expedition, although given scant welcome and little consideration by the English officers. On that fatal 9th of July, when the British troops, accustomed to the methods of civilized warfare, were thrown into a panic by the yells of their painted foes, and seeing their comrades fall before the bullets of their unseen enemies, ran "like frightened sheep pursued by wolves," Major Washington, who was one of Braddock's aides, rallied these despised backwoodsmen, and their rifles checked pursuit.

Braddock died on the field, but among his last words were an acknowledgment that he had been wrong in his estimate of the bravery and skill of the Virginians.

In August, 1814, Alexandria had a taste of war. A British fleet ascended the river and, covering the city with its guns, levied a contribution for provisions and supplies to the estimated amount of \$100,000.

In the spring of 1861 secession became the great question of the hour. Alexandrians, of course, were somewhat divided in sentiment, but always proud of being Virginians, the majority were in favor of

"going with their State," and excitement ran high. Being so near the Capital it was necessary for the Union forces to take and hold possession, and a gunboat was sent to anchor near the city to prevent any attempt to fortify the river front. Throughout the North as in the South men were arming. It had been so long since "the ancient game of war" had been played in the country that much had been forgotten and many thought that rowdies and barroom bullies made the best soldiers.

A young man named Ellsworth who had been commissioned to recruit a regiment in New York City, proceeded to fill his ranks with members of the old volunteer fire companies who had the reputation of being fighters. Camped below this city they soon became the terror of the town. Brawls, theft and violence were matters of daily, if not hourly occurrence, and the Secretary of War, disgusted with the conduct of this crowd of toughs, threatened to muster the regiment out in disgrace.

Col. Ellsworth begged for a chance to show that he could control his men if given actual service, and when it was decided to take possession of Alexandria on May 24, 1861, this regiment was selected.

A few days previous a man named Jackson, the proprietor of a hotel called the



THE FAIRFAX HOUSE.

Marshall House, had hung out the "Stars and Bars" and threatened to kill anyone who tried to haul them down. On landing the first company Ellsworth learned that this flag was still flying and he said to his second in command that he feared there would be trouble as they marched up town, and turning over the command to this officer he called for a squad from the nearest company and started to pull down the flag.

Reaching the Marshall House, he ordered a corporal named Brownell to accompany him and the rest of the men to remain in the street. Ascending the stairs, they passed an open door on the second floor, and Ellsworth, noticing Jackson sitting at the desk, spoke to him, receiving no reply. Proceeding to the upper floor, Col. Ellsworth secured the flag and started down, Brownell in front with musket cocked and bayonet fixed. As they approached the open door, Jackson jumped out, with a double-barreled shotgun in his hands which he leveled at Brownell, who struck it up with his gun, and, as Jackson fired, the charge passed over Brownell's shoulder and struck Ellsworth, killing him instantly. He fell forward against Brownell, who in turn fell against Jackson and his musket was discharged, the ball entering Jackson's body, and as they fell the bayonet pierced Jackson, the three men falling together.

There have been many accounts of this affair; the story told above I had from Brownell.

This was the first officer, if not the first Union soldier killed in the War. The body lay in state in the White House and was viewed by thousands. Songs were written and poems dedicated to his memory, and probably no officer of any rank during the war received the honors paid this young colonel.

The house where this tragedy occurred was partially destroyed by fire some years ago, but was rebuilt and the lower part is now used as a variety store.

After the return of peace the city resumed its easy-going ways, and as railroads superseded ships, like the old whaling ports of New England, its importance declined

For years its growth has been surprisingly slow considering its advantages. Only seven miles from the capital city, with a water front of nearly two miles, and a depth of from twenty to forty feet, connected with Washington by a superb ferry service, the boats being the equal of any in

the country, as well as by a line of electric cars, and with railroads connecting with every part of the country, and within easy reach of coal and iron, it is difficult to see why it can not become an important manufacturing city. In 1801 it was in the territory ceded to the National Government as part of the District of Columbia, but in 1846 a vote showed that a majority of the people preferred to be Virginians, and it was retroceded.

The U. S. Census reports show its population to have been

| | |
|--------------|--------|
| in 1870..... | 13,570 |
| 1880..... | 13,659 |
| 1890..... | 14,339 |
| 1900..... | 14,528 |

an increase of but 958 in thirty years. It has been said that the people have not been progressive—that newcomers were not welcomed, and that the residents were satisfied to reflect that their place was once of some importance.

A recent sketch approvingly mentions that time has made but little impression, and the city remains unpolluted by the greed of commercial rivalry and is not disfigured by modern architecture. This view of the matter does not seem to indicate that business is wanted.

For years the cobble stone streets, with surface drainage sufficed, and are still in evidence in many places, but there are signs that the town is losing some of its old time conservativeness. A few of the principal streets are laid with modern blocks. The sewer system is being extended yearly, the schools are good and well conducted, there is a public library, and the streets are lighted by electricity.

The credit of the city is good; there are three National Banks, wholesale drug and grocery stores, and the repair shops of the Southern Railway are here.

The first newspaper established was in 1793, and it is interesting to note that rewards were offered for runaway slaves, as well as other stock, and that lottery tickets were for sale, as well as other merchandise. There are now four newspapers, two of them by colored publishers.

Many of the old houses have extensive grounds, and being of a time when every inch of space was not economized, have a roomy, homelike look, and it is possible that in time the great city expected by the early settlers may be found here, although it is unlikely that it will ever again be classed with Philadelphia or Baltimore.



Stub Ends of Thought

By ARTHUR G. LEWIS.



INVESTIGATION would seldom be pursued, if fact and truth held no object in view.

MORAL strength is best developed in the arms of temptation.

SENTIMENT and success are often at the extreme end of life's efforts, and both pulling in opposite directions.

FOOLS often take offense at what wise men laugh over.

MEN too small to overcome little obstacles are not large enough to control large accomplishments.

UNNECESSARY detail is as great an octopus to business as the absence of a proper amount of intelligent system.

DISCIPLINE is to mental and physical training what intelligent architecture is to construction.

WIT is a virtue only when in the hands of those capable of knowing how to amuse one without wounding another.

CHEAP horses under fine blankets receive consideration at the starting point, but lose their value at the finish.

MOST of our joys are settled in full by the ultimate harvest of our grief.

UNCONSCIOUS innocence in woman's nature appeals to men like the perfume of an unhandled rose.

OBSTACLES we have climbed over look small to us after we have reached the summit of life's accomplishments.

A MAN very seldom realizes the importance of what he does not do, until it is too late to accomplish it.

RASCALITY is, as a rule, measured by an individual code of morals, and judged largely from a personal standpoint.

THERE are times when we turn to our home, as a wounded child comes to its mother for comfort and love.

THERE is no limit to the capacity of the human heart, it expands exactly in proportion to its requirements.

HOME.

BY ARTHUR G. LEWIS.

A sweet oasis in life's desert plain,
Where rest is King, and pure love reigns as Queen.
Where hope exhausted finds new life again,
And tired eyes soothe their fever mid the green.

Where falling waters softly lull to sleep
Our wearied natures by their efforts worn,
And love's sweet voice with God-touched faith repeats
A prayer of Hope, and points toward the dawn.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

| EFFECTIVE MAY 27, 1908. | No. 504 DAILY | No. 528 EXCEPT SUNDAY 5 HOUR | No. 529 EXCEPT SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 506 DAILY | No. 516 DAILY | No. 548 DAILY | No. 512 DAILY |
|--|------------------|---------------------------------------|-----------------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|
| EASTWARD | AM | AM | AM | AM | PM | PM | PM | PM | PM | AM |
| LV. WASHINGTON | 7.00 | 9.00 | 9.00 | 11.00 | 1.00 | 3.00 | 5.00 | 8.00 | 11.30 | 2.57 |
| LV. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| LV. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 |
| AR. NEW YORK, 23D STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.38 | 8.33 | 8.43 |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE MAY 27, 1908. | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 5 HOUR | No. 509 "ROYAL LIMITED" DAILY 5 HOUR | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY |
|--|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|
| WESTWARD | PM | AM | AM | AM | PM | PM | PM | PM | PM |
| LV. NEW YORK, 23D STREET | 11.50 | 7.50 | 9.50 | 11.50 | 1.50 | 3.50 | 5.50 | 8.50 | 11.50 |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 |
| LV. PHILADELPHIA | 7.40 | 10.27 | 12.30 | 2.14 | 4.16 | 6.12 | 8.35 | 9.30 | 3.35 |
| AR. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.09 | 10.55 | 11.32 | 6.00 |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.13 | 11.00 | 11.36 | 6.05 |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.00 | 12.10 | 12.81 | 7.25 |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 8 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 23D STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | ----- |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 PM | 12.15 PM | 7.00 PM | ----- |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 6.12 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | ----- |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.09 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | ----- |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | ----- |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.10 PM | 12.45 AM | 11.00 AM | 10.05 AM | 12.40 AM | ----- |
| AR. DEER PARK HOTEL | 10.12 PM | 11.39 PM | ----- | 7.04 AM | 6.27 PM | 4.41 PM | ----- | ----- |
| AR. PITTSBURG | ----- | ----- | 6.45 AM | 7.04 AM | 7.45 PM | ----- | 9.00 AM | LV 5.10 PM |
| AR. OLEVELAND | ----- | ----- | 12.00 PM | ----- | ----- | ----- | ----- | 9.50 PM |
| AR. WHEELING (EASTERN TIME) | ----- | 5.35 AM | ----- | ----- | ----- | 10.30 PM | ----- | LV 4.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | ----- | 5.50 AM | ----- | ----- | ----- | ----- | ----- | 9.20 PM |
| AR. OHIOAGO | ----- | 5.30 PM | ----- | ----- | 9.00 AM | ----- | ----- | 7.30 AM |
| AR. OINOINNATI | 8.05 AM | ----- | ----- | 5.35 PM | ----- | 2.35 AM | ----- | ----- |
| AR. INDIANAPOLIS | 10.55 AM | ----- | ----- | 11.50 PM | ----- | 10.55 AM | ----- | ----- |
| AR. LOUISVILLE | 11.50 AM | ----- | ----- | 9.30 PM | ----- | 7.10 AM | ----- | ----- |
| AR. ST. LOUIS | 5.27 PM | ----- | ----- | 7.28 AM | ----- | 1.40 PM | ----- | ----- |
| AR. OHATTANOOGA | 6.15 PM | ----- | ----- | 6.30 AM | ----- | ----- | ----- | ----- |
| AR. MEMPHIS | ----- | ----- | ----- | 8.25 AM | ----- | ----- | ----- | ----- |
| AR. NEW ORLEANS | 8.45 AM | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUENE LIM. DAILY | No. 14 EXPRESS DAILY |
|--|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------------|----------------------------|
| LV. OHIOAGO | ----- | ----- | 5.30 PM | 10.40 AM | ----- | ----- | 8.30 PM |
| LV. COLUMBUS | ----- | ----- | ----- | 7.00 PM | ----- | ----- | ----- |
| LV. WHEELING (EASTERN TIME) | ----- | 6.00 PM | ----- | 12.25 AM | ----- | ----- | 10.55 AM |
| LV. OLEVELAND | ----- | ----- | 11.30 PM | ----- | 3.00 PM | ----- | ----- |
| LV. PITTSBURG | ----- | ----- | 8.00 AM | ----- | 9.30 PM | 6.30 PM | 1.15 PM |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | ----- | ----- | ----- | 9.29 PM | ----- |
| LV. LOUISVILLE | * 2.10 PM | 8.10 AM | ----- | ----- | ----- | 2.50 AM | ----- |
| LV. INDIANAPOLIS | * 2.55 PM | 7.35 AM | ----- | ----- | ----- | 4.30 AM | ----- |
| LV. OINOINNATI | * 6.35 PM | 12.10 PM | ----- | ----- | ----- | 8.00 AM | ----- |
| LV. NEW ORLEANS | ----- | 7.30 PM | ----- | ----- | ----- | ----- | ----- |
| LV. MEMPHIS | ----- | 8.40 PM | ----- | ----- | ----- | 12.45 PM | ----- |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | ----- | ----- | ----- | ----- | ----- |
| LV. DEER PARK HOTEL | 6.44 AM | 12.38 AM | 10.25 AM | 6.14 AM | ----- | 8.41 PM | 4.38 PM |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 10.25 PM |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 11.30 PM |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 PM |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| AR. NEW YORK, 23D STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
- No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517. Drawing Room Buffet Parlor Car New York to Washington.
- No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 511. Drawing Room Buffet Parlor Car New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

- No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
- No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
- No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Parlor Car Cumberland to Pittsburg.
- No. 55. Buffet Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Drawing Room Sleeping Car Deer Park to Pittsburg Monday morning. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
- No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night.
- No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and
Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.

BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BUND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.

BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.

BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. E. BUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.

BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.

BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.

BUTLER, PA., WM. TURNER, Ticket Agent.

CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.

CHESTER, PA., J. B. WINTERS, Ticket Agent.

CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, O. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.

CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.

CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent. J. F. ROLF, Depot Ticket Agent.

CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.

CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.

COLUMBUS, OHIO, 18 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.

CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.

COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.

DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.

DENVER, COLO., S. M. SHATTUO, Traveling Passenger Agent, B. & O. S.-W.

HARPER'S FERRY, W. VA., E. B. CHAMBERS, Ticket Agent.

KANSAS CITY, MO., Box 24, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.

LOS ANGELES, CAL., 109-110 Stimson Block, PETER HARVEY, Pacific Coast Agent.

LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. O'RONE, Ticket Agent.

MANSFIELD, OHIO, C. W. JONES, Ticket Agent.

MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.

MASSILLON, OHIO, W. H. RUCH, Ticket Agent.

NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.

NEW CASTLE, PA., R. L. TURNER, Ticket Agent.

NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLEE, Ticket Agent. 1800 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 106 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.

NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.

PARKERSBURG, W. VA., J. MC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent.

PHILADELPHIA, 384 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; O. D. GLADDING, Ticket Agent. N. E. Cor. 12th and Chestnut Streets, O. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 356 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.

PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-7 5th Avenue, W. A. PRESTON, City Ticket Agent; A. J. SMITH, City Passenger Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.

SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.

SAN FRANCISCO, CAL., 501 Ashbury Street, PETER HARVEY, Pacific Coast Agent.

SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.

ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; F. W. AMACK, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GREISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.

ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.

TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.

VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.

WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISK, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.

WHEELING, W. VA., B. & O. Station, T. O. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent; McLure House, O. R. WOOD, City Ticket Agent.

WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 304 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.

WINCHESTER, VA., T. B. PATTON, Ticket Agent.

YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.

ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.

EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,
Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: MARYLAND TRUST BUILDING.

Baltimore & Ohio R. R.

SPECIAL LOW RATES

JULY, AUGUST AND SEPTEMBER

The usual special low-rate Summer Excursion Tickets are on sale at all principal points on the Baltimore & Ohio Railroad to the various mountain, lake and seashore resorts.

TORONTO, CANADA

**Sovereign Grand Lodge I. O. O. F.,
September 15 to 22.**

One fare plus \$1.00 for the round trip from points east of the Ohio River, and from points west thereof, one fare plus 25 cents for the round trip. Tickets on sale September 13 to 16, good returning to and including September 24, except that by depositing ticket with Joint Agent at Toronto not later than September 24, and payment of \$1.00, tickets may be extended to October 24, 1906, inclusive.

MINNEAPOLIS, MINN.

G. A. R. Encampment, August 13 to 18.

Very low rates. From points east of the Ohio River, tickets on sale August 10 to 12, inclusive, and from points west thereof, August 10 to 13, inclusive, good returning to leave Minneapolis or St. Paul not later than August 31, 1906, inclusive.

MILWAUKEE, WIS.

**Fraternal Order of Eagles, Grand
Aerie, August 14 to 18.**

One fare plus \$2.00 for the round trip from points west of the Ohio River. Tickets on sale August 10 to 12, inclusive, good returning until August 22, 1906, inclusive.

WHERE TO SPEND THE SUMMER

"The Glades"

OF THE

ALLEGHENY MOUNTAINS

Afford many delightful places
at or near

**Deer Park
Mountain Lake Park
and Oakland**

**THE BEST TRAIN
SERVICE PREVAILS.**

**EASILY REACHED
WITHOUT CHANGE
OF CARS, BY
THROUGH TRAINS
OF THE**

**Baltimore
& Ohio**

FROM

**St. Louis, Louisville, Cincinnati,
Columbus, Chicago, Wheeling,
Pittsburg, Washington,
Baltimore, Philadelphia
and New York.**



WHERE TO SPEND THE SUMMER



"Summer Resorts and Springs"

REACHED BY
THE

Baltimore
& Ohio

AN ARTISTIC FOLDER,
GIVING
MUCH INFORMATION
AND
CONTAINING A
COMPLETE LIST
OF HOTELS AND
BOARDING HOUSES
ALONG THE LINE
EAST OF THE
OHIO RIVER
AND AMONG THE

Allegheny Mountains

WITH DETAILED
DESCRIPTION OF

SEASHORE RESORTS

— AND —

GETTYSBURG FIELD

Free on application to any Ticket Agent
BALTIMORE & OHIO RAILROAD

THE ROYAL BLUE LINE.



ROYAL BLUE LINE

between

WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK

9

SUPERB TRAINS
EACH WAY

Leave Washington on the

ODD HOUR

7-9-11-1-3-5 during the day and at 8,
11.30 and 2.57 during the night

Leave New York on the

EVEN HOUR

8-10-12-2-4-6 during the day and at 7
and 12.15 during the night

USING

23D STREET

TERMINAL

New York City

23d STREET TERMINAL, NEW YORK CITY

CONVENIENT TO HOTELS, THEATRES AND SHOPPING DISTRICT



Electric Cab Service

FROM

23d Street Terminal, New York City

| | 1 or 2 Passengers | 3 or 4 Passengers |
|---|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity..... | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 59th Street and Washington Square: First hour ... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs... 20c each

Only one such trunk carried on any vehicle.

No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Telephone 2380, Columbus
NEW YORK CITY.

THROUGH STREET CAR SERVICE BETWEEN 23d STREET TERMINAL
AND GRAND CENTRAL STATION, 7.30 a. m. TO 7.00 p. m., WEEK DAYS

SEASHORE EXCURSIONS

**ATLANTIC
CITY**



Baltimore
& Ohio



CAPE MAY
SEA ISLE CITY
OCEAN CITY, N. J.
OCEAN CITY, MD.
REHOBOTH BEACH, DEL.

**EXCURSION
TICKETS...**

NOW ON SALE

FROM ALL POINTS

SPLENDID VESTIBULED TRAIN
SERVICE VIA PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

**SPECIAL...
EXCURSIONS**

AT

VERY LOW RATES

AUGUST 23
SEPTEMBER 6, 1906

Tickets Good 16 Days, Including
Date of Sale

FROM POINTS EAST OF OHIO RIVER

When you are in
the vicinity of

And desire to go
to either of the
other cities

Take the
"Royal Blue Line."

The "Royal Limited"
is one of the nine
trains each way.

It is "All Pullman,"
but there's no extra charge
except the regular
Pullman fare.

Express trains
"Every Hour on the Hour"
between Baltimore and
Washington, weekdays
8 a. m. to 8 p. m.

Royal Blue Trains
leave New York
"Every Even Hour"
for Washington
during the day.

Royal Blue Trains
leave Washington
"Every Odd Hour"
for New York
during the day.

THE ACME
OF TRAIN
SERVICE



WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK



ROYAL
BLUE
LINE



SPECIAL LOW RATES

— TO —

NEW YORK CITY

ACCOUNT

HOME-COMING OF WM. J. BRYAN



FROM POINTS EAST OF THE OHIO RIVER

Tickets on sale August 29, good returning to leave New York not later than September 2, 1906, inclusive.

FROM POINTS WEST OF THE OHIO RIVER

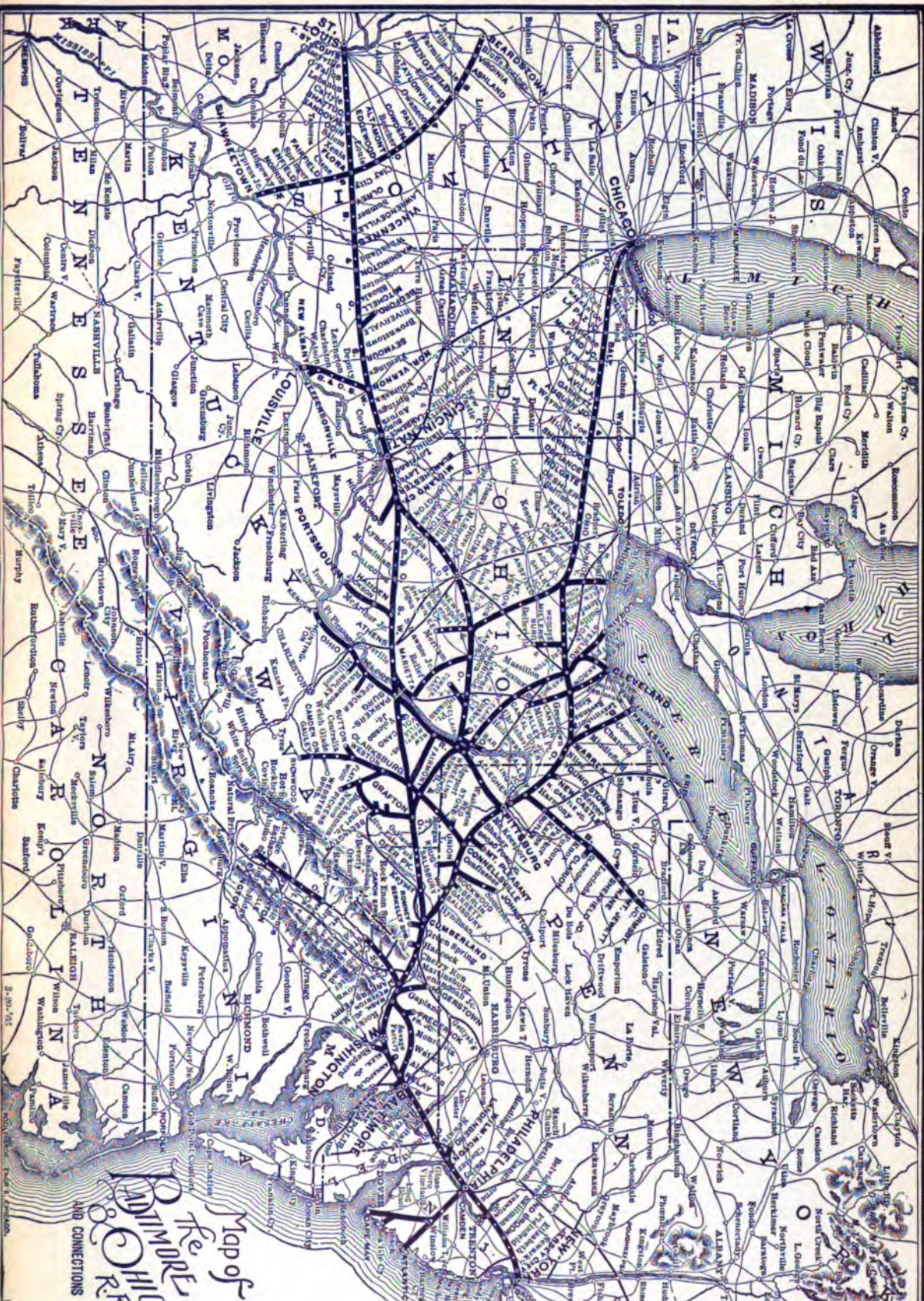
Tickets on sale August 28 and 29, good returning to leave New York not later than September 4, 1906, inclusive.

STOP-OVERS

will be allowed on going trip, within the going transit limit, at Mountain Lake Park, Deer Park and Oakland, Shenandoah Junction, Harper's Ferry, Washington, Baltimore and Philadelphia, also on return trip within final limit of ticket.



**A most desirable opportunity to visit the Metropolis
and its myriad of attractions in Midsummer**



3-20-05

Map of
the
Pittsburgh
and Connections

Baltimore



R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | .. | .. | .. | 1 | 2 | 3 | .. | .. | .. | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| .. | .. | 1 | 2 | 3 | 4 | 5 | .. | .. | .. | .. | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 27 | 28 | 29 | 30 | 31 | .. | .. | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 29 | 30 | 31 | .. | .. | .. | .. | 26 | 27 | 28 | 29 | 30 | 31 | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| .. | 2 | 3 | 4 | 5 | 6 | 7 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 | .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 28 | 29 | 30 | 31 | .. | .. | .. | 25 | 26 | 27 | 28 | 29 | 30 | .. | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 30 | 31 | .. | .. | .. | .. | .. |

ROYAL BLUE GRAINS



D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE

VOL. IX.

SEPTEMBER, 1906.

No. 12.

NEW YORK
PUBLIC LIBRARY
ASTOR, LENOX AND
TILDEN FOUNDATIONS

BOOK OF
THE

ROYAL BLUE



SKY LINE OF NEW YORK CITY.

BALTIMORE & OHIO R.R.

PROGRESS OF WASHINGTON RAILWAY TERMINAL
THE NEW YORK SUBWAY

Baltimore & Ohio

NEW TERMINAL

AT

23^d

STREET

New York City

**The Center *of the*
Hotel, Theatre *and*
Shopping District**

BOOK OF THE ROYAL BLUE.

SEPTEMBER, 1906.

CONTENTS.

| | Page |
|---|------|
| Little Boy Brown—By Victor A. Hermann | 1 |
| Progress of the New Railway Terminal at Wash- ington, D. C..... | 2 |
| A Real Underground Railroad..... | 7 |
| "Blocked"—By Thomas Calver | 11 |
| The Baltimore & Ohio and its Interests in Baltimore | 12 |
| A Scrap from Local Maryland History—By Charles L. Shipley..... | 14 |
| Suppose—By Phoebe Cary | 18 |
| Stub Ends of Thought } That Little Mother of Ours } By Arthur G. Lewis.. | 19 |

ILLUSTRATIONS.

| | |
|---|--------------|
| Bird's-eye View of Proposed Jamestown Exposition at Norfolk, Va., 1907 | Frontispiece |
| Washington Terminal— | |
| State Entrance..... | 2 |
| Southeast Corner Main Building | 3 |
| East End of Concourse..... | 3 |
| Interior of Concourse | 4 |
| Longitudinal View of Concourse | 5 |
| East End of General Waiting-Room..... | 5 |
| View of K Street | 6 |
| New York Subway— | |
| Map of New York City, showing Subway..... | 8 |
| 28th Street Station, New York Subway..... | 10 |
| 23d Street Station, New York Subway | 10 |
| Map of Baltimore City..... | 12-13 |
| Stone Bridge at Relay, Md. | 15 |

PRICE 5 CENTS.

50 CENTS PER YEAR.

THE ROYAL BLUE LINE.



ROYAL BLUE LINE

between

WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK

9

SUPERB TRAINS
EACH WAY

Leave Washington on the

ODD HOUR

7-9-11-1-3-5 during the day and at 8,
11.30 and 2.57 during the night

Leave New York on the

EVEN HOUR

8-10-12-2-4-6 during the day and at 7
and 12.15 during the night

USING

23D STREET

TERMINAL

New York City

23d STREET TERMINAL, NEW YORK CITY

CONVENIENT TO HOTELS, THEATRES AND SHOPPING DISTRICT



Electric Cab Service

FROM

23d Street Terminal, New York City

| | 1 or 2 Passengers | 3 or 4 Passengers |
|---|----------------------|----------------------|
| Points within one mile, including Madison Square and immediate vicinity | \$0.50 | \$1.00 |
| Grand Central Depot | 1.00 | 1.75 |
| Long Island R. R. Ferry, East 34th Street | 1.00 | 1.75 |
| East 23d Street Ferry | 1.00 | 1.75 |
| Theatre and return, between 75th Street and Washington Square | 2.50 | 3.50 |
| Shopping and calling, between 59th Street and Washington Square: First hour ... | 1.50 | 2.00 |
| Each hour thereafter | 1.00 | 1.50 |
| General service, per mile or fraction | .50 | .75 |
| Waiting, on mileage service, each half hour or fraction | .50 | .50 |

BAGGAGE.

Valises or suit-cases when carried on the outside of vehicle 10c each

No extra charge for hand baggage when carried by the passenger inside the vehicle.

Steamer and other small trunks of similar character and weighing not to exceed 100 lbs. . . 20c each

Only one such trunk carried on any vehicle.

No large trunks carried.

Drivers are not allowed to leave their vehicles to carry baggage to or from rooms in hotels or residences.

This excellent cab service has been established for the convenience and quick service of patrons. By reference to the map of New York City printed herein, a mile is estimated at twenty blocks, north and south, and six blocks, east and west. The stations on the Subway and elevated lines are clearly designated.

Telephone 2380, Columbus
NEW YORK CITY.

THROUGH STREET CAR SERVICE BETWEEN 23d STREET TERMINAL AND GRAND CENTRAL STATION, 7.30 a. m. TO 7.00 p. m., WEEK DAYS



BIRD'S-EYE VIEW OF PROPOSED JAMESTOWN EXPOSITION AT NORFOLK, VA., 1907.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

COPYRIGHT, 1906, BY THE PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD.

(All rights reserved.)

WILLIAM ELLIOTT LOWES, EDITOR.

VOL. IX.

BALTIMORE, SEPTEMBER, 1906.

No. 12.

LITTLE BOY BROWN.

BY VICTOR A. HERMANN.

They've sounded the praise of Little Boy Blue
Till he's known the wide world over;
But what of the lad who is smiling at you
From the depths of the wild sweet clover.
Who knows all the haunts of the birds and the bees,
But nothing at all of the town;
Who swings, ape-like, in the mulberry trees—
Why, that is our Little Boy Brown.
Light-hearted, laughing Little Boy Brown!

The sun of the summer has browned his cheeks
Likewise his plump little toes;
As he roams the hills or wades the creeks
Or digs where the grass-nut grows.
As he climbs the trees in the orchard lands
And the farmers may fret and frown;
But over the fence with bulging hands
Skips nimble Little Boy Brown.
Reckless, romping Little Boy Brown!

Little brown curls the breezes abuse
And twine like the vines in the thickets;
Little brown feet that never know shoes,
But break up the nests of the crickets.
Little brown hands that never are stilled
Till the tyrant old sun is down;
Little brown eyes with mischief lights filled
And that is our Little Boy Brown.
Laughing, dancing Little Boy Brown!

PROGRESS OF THE NEW RAILWAY TERMINAL AT WASHINGTON, D. C.

THE New Union Station at Washington is fast assuming tangible proportions, and the magnificent white structure which will form the grand entrance to the Nation's Capital, will carry with it the dignity in keeping with the office it will perform.

There is probably no piece of work under way outside of New York which arouses more interest and curiosity than the con-

senting the Pennsylvania Railroad Company. A complete and interesting description of what has been done on the work is here given.

All the photographs herein used are the latest that have been taken, and attention is called to the important feature that the base of the building, as shown in illustrations, rests on concrete foundations, which before the filling was done, stood about



PHOTO A. WASHINGTON TERMINAL. STATE ENTRANCE, SOUTHEAST CORNER OF MAIN BUILDING.

struction of this station with its north and south approaches to Washington. For some time past passengers in and out of the city have made every effort to obtain a glimpse of the work as it progresses.

The Washington Terminal Company, which is controlled jointly by the Baltimore & Ohio and Pennsylvania Railroad Companies, are building this terminal; the station building proper and the north approach being in charge of Mr. W. F. Strouse, Assistant Engineer, representing the Baltimore & Ohio Railroad Company, while the south approach is in charge of Mr. Robert Farnham, Jr., Assistant Engineer, repre-

senting the Pennsylvania Railroad Company. A complete and interesting description of what has been done on the work is here given. All the photographs herein used are the latest that have been taken, and attention is called to the important feature that the base of the building, as shown in illustrations, rests on concrete foundations, which before the filling was done, stood about thirty-five feet above the level of the original ground, and extended below the surface of the original ground from ten to twelve feet, making the foundations upon which the head-house will rest approximately forty-five feet in height. This mass of masonry, however, has practically been covered up in filling the plaza; the material for which, came from the site of the coach yard and tunnels.

The general scheme of this terminal can now easily be traced out from the present condition of the work.

The north approach to the station embraces a train yard of thirty-three



PHOTO B. WASHINGTON TERMINAL. SOUTHEAST CORNER MAIN BUILDING.
SHOWING MORE OF GROUND PLAN.

tracks; a power plant for heating, lighting and ventilating the station building; express building; joint coach yard having a capacity of 750 cars; engine and repair yards with the necessary engine house and shop facilities, together with the Metropolitan and Washington Branch connections of the

Baltimore & Ohio Railroad Company and a portion of the Magruder connection for the P. B. & W. R. R. Company.

The south approach embraces the double-track tunnel under 1st Street, East, between the Capitol and the Congressional Library, the connection with the P. B. & W. Line



PHOTO C. WASHINGTON TERMINAL, SHOWING EAST END OF CONCOURSE. LOOKING SOUTHWEST.

4 *PROGRESS OF THE NEW RAILWAY TERMINAL AT WASHINGTON, D. C.*

on Virginia Avenue, the girder-covered way under the Plaza immediately in front of the Station. This portion of the work is well under way and will be completed by about the first of the year.

The concrete foundations for the depot building are all constructed and the filling about completed.

The granite and brick work of the east wing of the station is completed, and all the steel work in this portion of the structure

entrance, and also above the arches of the State Entrance, and entrance to ticket lobby at southwest corner. The columns in front of the main entrance will be surmounted with allegorical figures representing inventions, discoveries, etc., which have had much to do with the development of this country and the world at large. The columns at the corners of main building will be surmounted by eagles carved in granite.



PHOTO D. WASHINGTON TERMINAL. SHOWING INTERIOR OF CONCOURSE, LOOKING WEST.

is in place. Generally speaking it may be stated that about 65 per cent of the work on the station building is now completed.

Photograph "A" shows a view of the southeast corner of the main building with the east end of the concourse at extreme right. This is known as the State Entrance, which will be used by the President, State Officials, Members of Congress, representatives of Foreign Nations and their attaches. Appropriate inscriptions will appear in the large panels over the doorways of the main

Photograph "B" is another view of the southeast corner of the station looking northwest, showing the ground plan more fully, and including the general view of the grand steel arch construction over the concourse.

Photograph "C" shows the east end of the concourse looking southwest. From it can be obtained an excellent idea of the massive steel work in the roof over the concourse, which is 760 feet long and 130 feet wide, of one single span.



PHOTO E. WASHINGTON TERMINAL. LONGITUDINAL VIEW OF CONCOURSE.

Photograph "D" shows the interior of the concourse looking west, with an excellent view of the details of construction of the roof trusses. The concrete slabs appearing on the floor will form the base upon which the roof proper will be laid. The hollow tile work between the floor beams will form the base upon which the concrete floor will be laid. No effort will be made to decorate the floor by colored mosaic and it will probably contain no decorations except the lines forming the necessary construction joints in a floor of this size. To the left is shown the wall of the main building, the windows of which will admit light in this portion of the building.

Photograph "E" is taken from a point about 800 feet north of rear line of building looking south toward the concourse, showing the roof construction. The dim outlines of the Capitol show through the middle distance. The tracks and shelter sheds will be laid on the space shown in foreground leading up to, and at right angles with, the concourse.

Photograph "F" is taken from a point looking northeast, showing portion of the vestibule of main entrance. The large arch in course of construction shows the east end of the general waiting-room. This is an opening seventy-five feet in diameter, which will be constructed of glass for the



PHOTO F. WASHINGTON TERMINAL. SHOWING EAST END OF GENERAL WAITING-ROOM.

6 *PROGRESS OF THE NEW RAILWAY TERMINAL AT WASHINGTON, D. C.*



PHOTO G. WASHINGTON TERMINAL. VIEW OF K STREET, PASSING UNDER TRACKS.

purpose of lighting the general waiting-room.

Photograph "G" is a view of K Street, underneath one of the great steel structures used for carrying the tracks over the cross streets. This structure is about 450 feet

long, and provision has been made for lighting the street by the introduction of vault lights at intervals in the floor of the bridge as shown in photograph.

There are five bridges of this kind: H, K, L and M Streets and Florida Avenue.



A REAL UNDERGROUND RAILROAD.

The "Subway" in New York City.

WHEN the so-called "under ground" railroads were established way back in the 50's and 60's, the term applied was one of derision, and little thought was given to the possibilities of the real underground railroads of the future. By "under ground" is not meant the short tunnel which is necessary to make a passage-way from surface to surface, but where the whole distance is beneath the surface.

It was not until the great Subway of New York City was completed and rapid transit installed, that a real demonstration of that possibility was made. The completion in 1904 of this great project, which was begun in March of 1900, fully demonstrated what was possible in the undermining of the congested streets of a great city, to build a railway and establish quick service between office and home. To dig in the massive rock of Manhattan Island underneath congested Broadway, was a project which seemed to be impossible. Experienced engineers prophesied complete failure, but nevertheless millions of people have been shooting back and forth in this subterranean passage at terrific speed for many months, accepting the whole proposition in the matter-of-fact way common to the American people.

In the construction of the Subway it must be borne in mind that much of the excavation was through the hardest stone; that the work was carried on without interference to business of any kind; that it penetrated the most congested center of the city, and that its total length was 24.7 miles. Of this length it is double tracked 10.6 miles; three tracked, 7.4 miles; and four tracked from the City Hall to 104th Street, 6.7 miles. The total cost is estimated at \$35,000,000.

The power used is electricity by means of a third rail, and each train is provided with a motor car which pulls all of the trailers.

Express service is operated on separate tracks from those used by local trains making all stops; and stations are so arranged that passengers may leave a local train at an express station and take an

express train, and vice versa, without delay and without payment of additional fare. Great speed is obtained on the express trains, and now it is only a matter of perhaps twenty minutes from the Brooklyn Bridge to the last express stop at 96th Street.

The routes and distances are as follows:

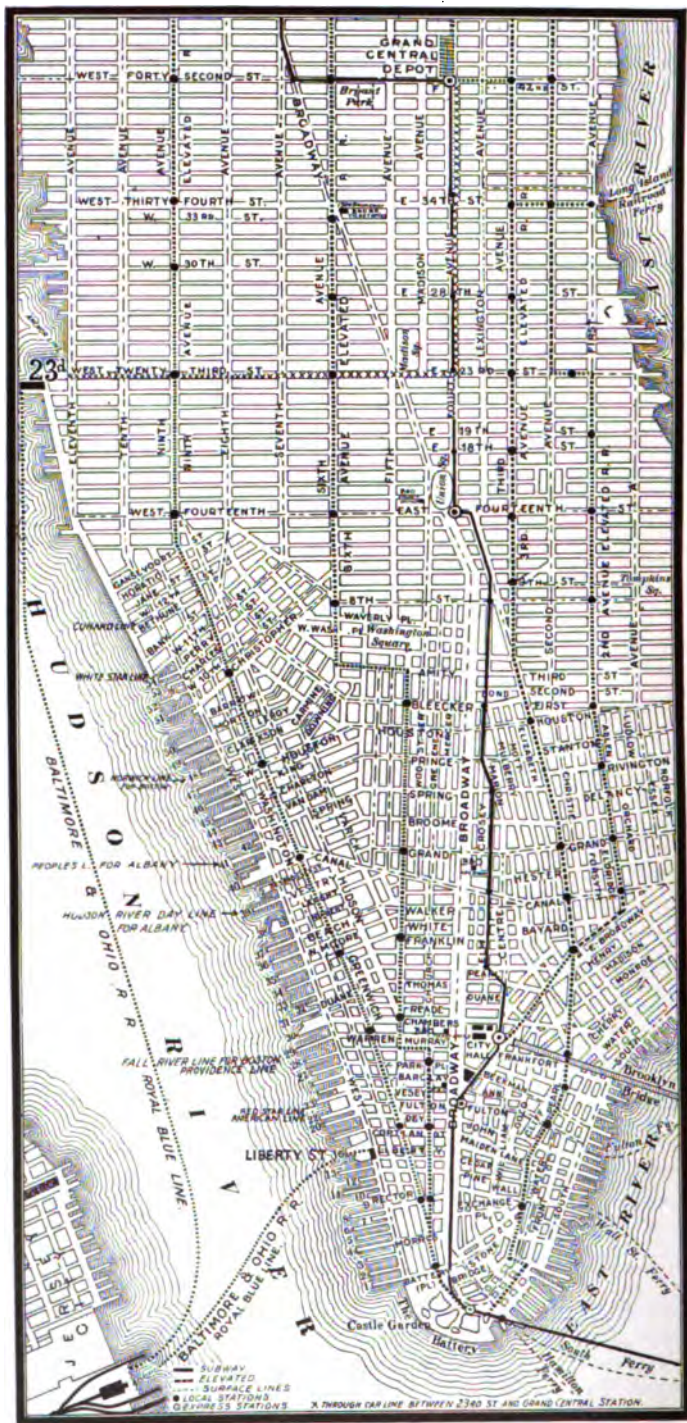
Beginning near the intersection of Broadway and Park Row, one of the routes of the railroad extends under Park Row, Center Street, New Elm Street, Elm Street, LaFayette Place, Fourth Avenue (beginning at Astor Place), Park Avenue, 42d Street and Broadway to 125th Street, where it passes over Broadway by viaduct to 133d Street, thence under Broadway again to and under Eleventh Avenue to Fort George, where it comes to the surface again at Dyckman Street and continues by viaduct over Naegle Avenue, Amsterdam Avenue, and Broadway to Bailey Avenue, at the Kingsbridge Station of the New York & Putnam Railroad, crossing the Harlem Ship Canal on a double-deck draw-bridge. The length of this route is 13.5 miles, of which about 2 miles are on viaduct.

Another route begins at Broadway near 103d Street and extends under 104th Street to the upper part of Central Park to and under Lenox Avenue to 142d Street, thence curving to the east to and under the Harlem River at about 145th Street, thence from the river to and under East 149th Street to a point near Third Avenue, thence by viaduct beginning at Brook Avenue over Westchester Avenue, the Southern Boulevard and the Boston Road to Bronx Park. The length of this route is about 6.9 miles, of which 3 miles are on viaduct.

At the City Hall there is a loop under the park and this loop is very often puzzling to the passenger.

The newest part of the system extends to Brooklyn, connecting at Broadway and Park Row with the Manhattan-Bronx Route and extends under Broadway, Bowling Green, State Street, Battery Park, Whitehall Street and South Street (at South Ferry) to and under East River to Brooklyn at the foot of Joralemon Street, thence

MAP OF NEW YORK CITY BELOW 46th STREET, SHOWING SUBWAY, ELEVATED
AND SURFACE LINES.



under Joralemon Street, Fulton Street, and Flatbush Avenue to Atlantic Avenue, connecting with the Brooklyn Tunnel of the Long Island Railroad at that point. There is a loop under Battery Park beginning at Bridge Street, and the entire length of this route is about 3 miles.

For the convenience of the visitor to New York, the following table of stations will be found of great value. Those marked with a cross are express stations which are the only stops made by the fast trains; but, as stated above, provision is made that a passenger getting on at a local station can ride to the nearest express station and take a fast train to a distant point.

South Ferry (Brooklyn and Staten Island Ferries).

Bowling Green—Battery Place.

Rector Street and Broadway (near Wall Street).

x Fulton Street and Broadway.
City Hall.

x Brooklyn Bridge Entrance.

Worth and Elm Streets.

Canal and Elm Streets.

Spring and Elm Streets.

Bleecker and Elm Streets.

Astor Place and 4th Avenue.

x 14th Street and 4th Avenue.

18th Street and 4th Avenue.

23d Street and 4th Avenue (cross-town car to B. & O. ferry station).

28th Street and 4th Avenue.

33d Street and 4th Avenue.

x 42d Street and Madison Avenue (Grand Central Station).

42d Street and Broadway (Times Square).

50th Street and Broadway.

60th Street and Broadway (Columbus Circle).

66th Street and Broadway.

x 72d Street and Broadway.

79th Street and Broadway.

86th Street and Broadway.

91st Street and Broadway.

x 96th Street and Broadway.

103d Street and Broadway.

96th Street is the last express stop, and at 103d Street the line branches east and west, forming a Y, the left prong of which is known as the Fort George Branch and the right prong as the Bronx Park Branch.

The stations from South to North on the Fort George Branch are as follows:

103d Street and Broadway.

110th Street and Broadway (Cathedral Parkway).

116th Street and Broadway (Columbia University).

Manhattan Street, near 128th Street and Broadway.

137th Street and Broadway.

145th Street and Broadway.

157th Street and Broadway.

168th Street and Broadway.

St. Nicholas Avenue and Broadway.

181st Street and Eleventh Avenue (Washington Bridge).

Dyckman Street and Naegle Avenue (beyond Fort George).

207th Street and Amsterdam Avenue.

215th Street and Amsterdam Avenue.

Muscoota Street and Broadway.

Bailey Avenue, at Kingsbridge, near N. Y. & P. R. R.

The stations on the Bronx Park Branch are as follows:

110th Street and Lenox Avenue.

116th Street and Lenox Avenue.

125th Street and Lenox Avenue.

135th Street and Lenox Avenue.

145th Street and Lenox Avenue.

Mott Avenue and 149th Street.

Intersection 149th Street, Melrose and Third Avenues.

Jackson and Westchester Avenues.

Prospect and Westchester Avenues.

Westchester Avenue, near Southern Boulevard (Fox Street).

Freeman Street and Southern Boulevard.

Intersection of 174th Street, Southern Boulevard and Boston Road.

177th Street and Boston Road (near Bronx Park).

The stations in the Borough of Brooklyn on the Brooklyn extension are located as follows:

Joralemon Street, near Cort (Brooklyn Borough Hall).

Intersection of Fulton, Bridge and Hoyt Streets.

Flatbush Avenue, near Nevins Street.

Atlantic Avenue and Flatbush Avenue (Brooklyn Terminal L. I. R. R.)

The accompanying map is very convenient to locate places and estimate distances below 46th Street in the busy portion of the city.



24TH STREET STATION, NEW YORK SUBWAY.



23D STREET STATION, NEW YORK SUBWAY.

BLOCKED.

BY THOMAS CALVER.

*"Of all de sad words of dot Webster cuss
De saddest are dese — 'It cannot was!'"*

Hans Van Dunderblitzen.

1. O, statement indisputable!
Reflection soundly wise!
Philosophy inscrutable—
It glows before my eyes!
For vainly I am wishing
For wagon pushed by "buzz,"
Or daily to go fishing—
Alas, "it cannot was!"
2. O, had I but a fraction
Of Rockefeller's wealth!
The pleasure to distraction
Of doing good by stealth!
To bring the widow life's gay whirl
And be a kindly "coz"
To every pretty orphan girl—
But no, "it cannot was!"
3. What fun to be a millionaire
Of vast unbounded wealth,
Whose presence gilds the very air,
Who "doeth good by stealth"—
That is, by stealing from a lot
To benefit a few—
Alas, the cheek I have not got—
"It cannot was" is true!
4. What joy to have the gift of words
To thrill the ambient air,
To start to singing all the birds,
To cheers, the ladies fair—
Thereby my greatness to proclaim
And laurels on me bind
And bring to me much wealth and
fame—
"It cannot was" I find!
5. When winter comes I would possess
A cellar full of coal,
Rich clothes with warmth my limbs
to bless
Rare books to bless my soul;
A larder filled with fruit and meat
And fresh eggs by the doz.,
And everything that's good to eat—
Alas, "it cannot was!"
6. And so through life I sadly go
With very little fun,
My features bearing marks of woe,
My shoes and bread undone.
From my best suit the moths, I find,
Have eaten off the fuzz;
And boats and cars leave me behind—
Alas, "it cannot was!"

THE BALTIMORE & OHIO RAILROAD

DURING the week of September 10-15 the city of Baltimore celebrated its recovery from the great fire of February, 1904, by six days of general jubilation. At the same time, the Baltimore & Ohio Railroad occupied its magnificent office building in that city, gathering in all departments which were scattered in various portions of the city.

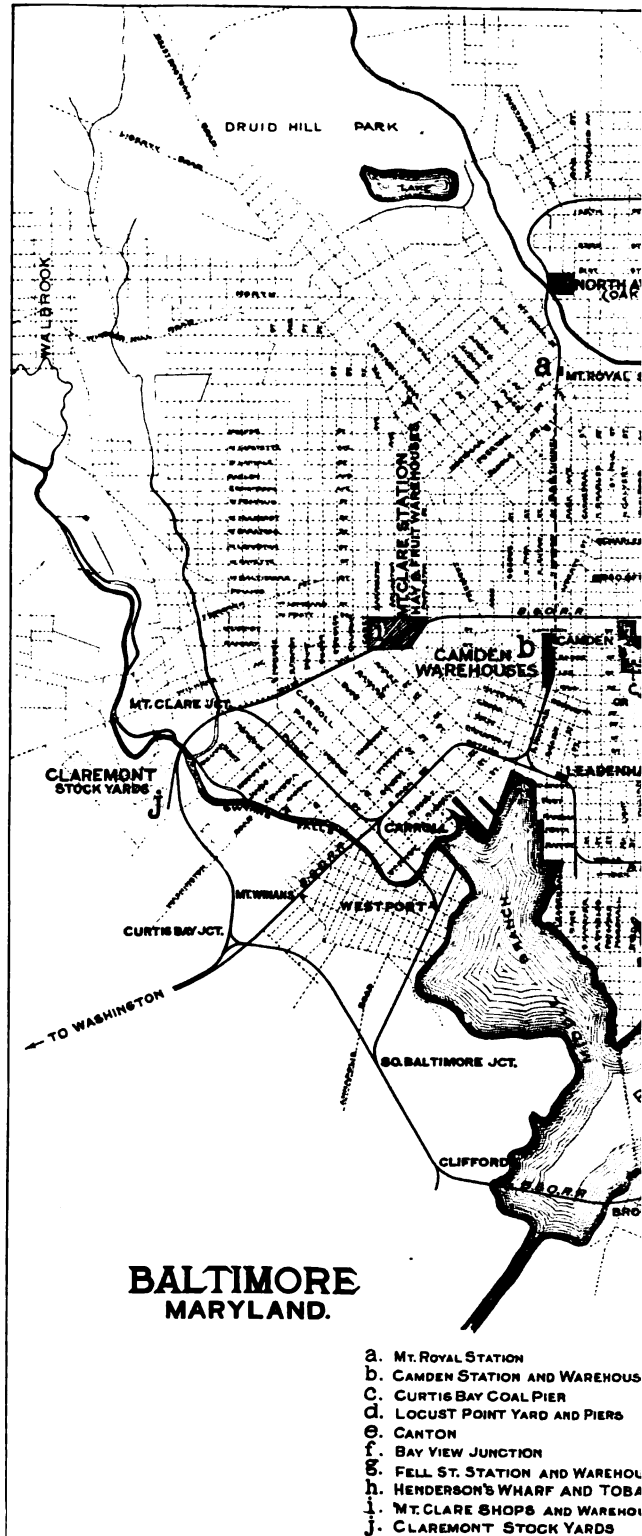
Seventy-eight years ago the Baltimore & Ohio Railroad began its existence in the City of Baltimore—the first railroad in America. It started with a single track and small framed shed on Pratt Street and has steadily grown to enormous proportions, and now may be said to be Baltimore's most important institution. Every stride of its growth meant the advancement of the city. With increased terminal facilities of the railroad came greater export and import business, and to-day, Baltimore stands among the leading seaboard cities of the world. The great ships of every nation receive and deliver cargo at the many piers of the Baltimore & Ohio. Emigrants and immigrants arrive and depart from its terminals.

There are about 10,600 employees of the railroad who reside in the city, and in the same ratio generally allowed in computing population, they with their families depending upon the railroad number over 50,000. During the fiscal year ending June 30th last, these people received about \$6,500,000.

The passenger and freight facilities afforded the city are complete, and every commercial center of the country can be reached through this line.

A short explanation of the characters on the map will perhaps be of interest to both travelers and shippers:

A Mt. Royal Station—The beautiful up-town railway station in the center of the residence district. The tracks of the railroad connect this station with Camden Station, "B," by passage through tunnel under the city.



MAP OF BALTIMORE SHOWING PASSENGER

AND ITS INTERESTS IN BALTIMORE.



AND FREIGHT TERMINALS AND OFFICES.

- B Camden Station**—One of the oldest railway passenger stations in the United States, located in the heart of the wholesale district of Baltimore. Adjacent to the passenger station are the enormous warehouses where the greatest bulk of inbound and outbound package freight is received and shipped. The Camden warehouses have a capacity of 1,600 carloads, and are supplied with all modern appliances.
- C Curtis Bay Coal Pier**—This great coal pier, built to handle ocean business, has a capacity of 1,800 cars, and the possible maximum loading capacity is 1,000 tons per hour. It is 800 feet long and at the head of Curtis Bay, built in deep water to accommodate vessels of any draught.
- D Locust Point Yard and Piers**—At Locust Point the B. & O. have many wharves and warehouses together with many piers, two grain elevators as well as coal piers. There are trackage facilities for 5,000 or 6,000 cars.
- E Canton Wharves**—These wharves are located across the river in the southeastern portion of the city and are connected up with the Philadelphia Division of the main line at Bay View Junction.
- F Bay View Junction.**
- G Fell Street Station and Warehouses**—This station is also across the river from Locust Point and provides a receiving and delivering station for carload and less than carload business, and also extensive storage.
- H Henderson's Wharf and Tobacco Warehouse**—The tobacco warehouse is a large institution in itself, and, as its name implies, handles this particular class of freight. Adjacent to it, is station used chiefly for the storage of coffee and canned goods.
- I Mt. Clare Shops, Station and Warehouse**—Mt. Clare Shops is the first railroad shop in America, at which many of the earlier types of locomotives were built. A freight station is also located here and an immense warehouse where hay and fruit are handled. The first regular freight station in the world is located at Mt. Clare and is still used by the company. It is the same station from which S. F. B. Morse sent the first telegram to Washington.
- J Claremount Stock Yards**—The stock yards of the Baltimore & Ohio are at the extreme west end of the city as indicated on the map. The Baltimore & Ohio Railroad completely encircles the city with the exception of the river basin, and shippers can get their freight into any locality they desire.

A SCRAP FROM LOCAL MARYLAND HISTORY.

The Romance of Soldiers' Delight.

BY CHARLES L. SHIPLEY.

ABOUT seven miles northwest of Pikesville (near Baltimore), as the crow flies, lies Soldiers' Delight, a wild and picturesque portion of Baltimore County, embraced within the limits of the second and fourth election districts of the county, and comprising an area of four to five miles square.

The Soldiers' Delight of the present day, however, is not the Delight of former years in regard to extent of territory.

The old Soldiers' Delight "Hundred," or district as they are now called, began at the Patapsco, not far from the Relay House. Its eastern boundary line was the old Court road, extending from Elkridge Landing across the country to Joppa, the ancient county seat of the county. This road, which still follows the original bed, crosses the Reisterstown road at the 7-Mile House, and the York road at Towson, and is one of the oldest roads in the State, if not in the country. The citizens of Annapolis used it to go to Joppa and Philadelphia before Baltimore was thought about, and it was the old Indian trail leading from the Susquehanna to the Potomac at Piscataway. At or about the Reisterstown road, Soldiers' Delight Hundred met Back River Upper Hundred. The dividing line between these two election districts ran northwest through the sites of Westminster and Taneytown, Carroll County, to the Pennsylvania line, all of Baltimore County southwest of that line falling to Soldiers' Delight. This old hundred, now comprising an area of only four miles square, then (about the year 1670) included what is now Lisbon district, in Howard County, with part of what is still called "Carroll's big woods," the second and part of the fourth districts of Baltimore County, the Freedom, Franklin, Woolery and New Windsor districts of Carroll County and the Liberty and other districts of what is now Frederick County, west to the Blue Ridge, comprising an area of territory twenty miles wide by forty in length, and including the plateau of Westminster, the Pipe Creek and Middletown

Valleys and the rich bottom lands of North Branch.

What is now Soldiers' Delight is a tract of land lying within the confines of the second and fourth districts of Baltimore County, six miles northwest of Pikesville, and comprising at this time an area of from four to five miles. The bed of this tract of country is composed of great masses of serpentine rock traversed by square and diagonal fractures at frequent intervals, giving to its hilly and weather-beaten surface the appearance of gaping wounds in a parched skin or integument. Here and there the monotony of the scene is relieved by a patch of the glistening ivy bush or a group of stunted oaks or "black jacks."

Concerning the origin of the name of this interesting tract and the time it was applied, calls for several different versions. In 1666, or seven years after the formation of Baltimore County, the Susquehannock Indians, a fierce and warlike tribe then inhabiting that portion of the country that bordered on Pennsylvania, went on the warpath and broke in upon the settlers around the headwaters of the Gunpowder and Patapsco with the firebrand and tomahawk, and carried destruction far and near. For fourteen years this warfare continued, sometimes of a desultory or intermittent character, but withal necessitating the employment of a detail of troops to constantly patrol the frontier line of the county, then extending from the Patapsco through Soldiers' Delight, crossing two miles below Owings' Mills and extending southwesterly down into Green Spring Valley, and from there on through to the site of what was afterwards the town of Joppa. The soldiers in patrolling their beat frequently lost their way in that part of the country now called the "Delight," and named the section in irony, saying that it was a "delightful" country to get lost in, being full of pitfalls and treacherous ravines, and it would sometimes take them several days to find their way out. The old block garrison house, though erected in 1692, is still in a good state of preservation. It was the

erection of this fort, which was one of three authorized by the Maryland Colonial Assembly of over two hundred years ago, that gave the name of "Garrison Forest" to a large tract adjoining it. It was then under the command of Captain John Oulten or Oldham, who also owned the large tract of land on which it was erected.

The second version is, that early in the days of the county, a party of soldiers and settlers, who had penetrated into the wilderness of what is now Carroll and Frederick counties, were so harassed by the lurking

several hundred yards west of the Deer Park road, which traverses this section, and from the highest one of these, known as "Berry's Hill," was hanged and gibbeted John D. Berry, a young man of about 20 years of age, for the murder of his step-mother and the attempted murder of his step-father.

It is the history of this tragedy of Colonial times that forms the romance of Soldiers' Delight, which was considered as one of the most serious crimes that had been committed in the colonies:



THE PATAPSCO RIVER AND THE FIRST STONE ARCH RAILWAY BRIDGE IN THE WORLD.
NEAR RELAY HOUSE, MARYLAND.

and savage foe that they were compelled to fall back, and upon reaching this section of the country, where they were safe from their red-skinned enemies, they halted for rest and to reorganize their demoralized forces before proceeding back to the settlements, and before leaving, being so well pleased with its situation and aspect, they named the country "Soldiers' Delight."

Be that as it may, the tract has held this name for the past two hundred years.

THE TRAGEDY OF BERRY'S HILL.

One of the most prominent points of the Delight is a range of high hills lying

One morning in the month of October, 1752, the alarm was given that a terrible murder had been committed within the confines of Soldiers' Delight. Clark and his wife had been found in their bed with their heads cut and gashed in a frightful manner. Clark owned a fine farm in the Delight, and his household consisted of himself and wife, two children, a step-son and four servants, two male and two female.

The report of the crime soon spread. A jury of inquest was summoned after considerable difficulty, as the settlers were few and widely scattered, and for a time only

eleven men could be obtained for this duty, until the twelfth one was supplied in the person of the rector of St. Thomas' Parish Church, five miles northeast of the scene of the crime. Young Berry was dispatched to Baltimore Town (now Baltimore City), sixteen miles distant, for a physician, there being none closer. Tradition has it that young Berry became intoxicated and did not return for several days.

In the meantime the old man, through careful nursing and attention, had survived the murderous attack and was in a fair way to recover. It was not known that the old couple had any enemies, as they were respected by all their neighbors for miles around for their honor and integrity and upright mode of living.

In the interim, the jury of inquest had all of Clark's servants—two male and two female—called before them individually for examination, in hope of discovering the murderers. They could not withstand the cross-examination, and in their confession implicated John D. Berry, the step-son, whom they said had planned the deed and made them take a Bible oath, one Sunday afternoon back of the tobacco-house, that they would commit it; his idea being to gain possession of the property of his step-parents, promising the girls, who were indentured, their freedom. He also promised to marry one of them if she would strike the blows.

Berry, upon his return from Baltimore, was arrested. Upon being questioned about the crime he denied all knowledge of it, and related the following account in his own defense: He said that he had been out hunting all day with some of his companions and returning home after night, and not wishing to disturb anyone in the house, he entered the kitchen and threw himself upon a bench and went to sleep. About midnight he was aroused by the cry of "murder," which came from the room occupied by his step-parents. On entering the room he found that they had been murdered outright, as he supposed, by being struck on the head with some sharp and heavy weapon. The two girls were already in the room when he entered and they informed him that persons had entered the house for the purpose of robbery, and on being discovered had added murder to their other crime.

Berry and his two girl accomplices were

duly tried at Joppa, the old Colonial county seat of Baltimore County, and all three were found guilty of murder in the first degree and sentenced to death. During the progress of the trial one of the girls made a full confession of the conspiracy, and had it not been for the fact that she had struck the blows, she would have been pardoned. The two women were hanged at Joppa on January 10, 1753. It is related that on the way to the scaffold one broke out into a violent fit of weeping at the thought of her untimely fate, upon which the other turned angrily upon her with the exclamation: "What are you crying about, we will both soon be in hell's dripping-pan together."

Berry, "the arch mover and conspirator in this terrible crime," was sentenced to be hanged and gibbeted on the 15th of the month, "on the highest point near the scene of the commission of his crime." The sentence was duly executed, and "Berry's Hill" still rears its head in attestation that on its high summit the body of the murderer swung in chains until its decaying mass was consumed by the vulture's beak, and his bleached and dismembered skeleton was scattered to the four winds.

It still remains a matter of controversy whether Berry was suspended in chains or an iron cage, like the one recently discovered in Virginia.

Many of those who are familiar with the details of the tragedy, as handed down to them by their ancestors, say that he was "suspended in an iron cage," and that many years after pieces of this cage could still be picked up on the hill, while others contend that he was "hanged in chains."

One hundred and fifty-four years have passed away since the scenes related in this narrative occurred, but the scholarly discourse on the crime, of the old rector of St. Thomas still exists, and is still very legible.

The aspect of the country in some places at the present time is as wild as in the days of Berry. From this point, the highest between the Patuxent River and the Blue Ridge Mountains, a magnificent view is spread out before you. Yonder are Catoclin Hills, here winds the valley of the Patapsco, over there is St. Thomas' Church, Garrison Forest, and over there again the historic

Doughoregan Manor, once owned by Charles Carroll, of Carrollton. This way is Annapolis, and yonder to the north flows Pipe Creek, with the Blue Ridge Mountains in the hazy distance.

A view of the setting sun, in the latter part of August and early autumn from the summit of Berry's Hill, presents a mag-

nificent spectacle, and one not quickly forgotten. For miles and miles, in a half circle from southwest to northeast, the clouds are a sea of blended gold, crimson, emerald and blended tints, ever changing in fantastic shape and hue, until the orb of day finally sinks to rest behind the distant horizon of the Blue Ridge.



SUPPOSE.

BY PHOEBE CARY.

Suppose, my little lady,
That your doll should break her head,
Could you make it whole by crying,
Till your eyes and nose are red?
And wouldn't it be pleasanter
To treat it as a joke;
And say you're glad "'twas Dolly's
And not *your* head that broke?"

Suppose you're dressed for walking,
And the rain comes pouring down,
Will it clear off any sooner
Because you scold and frown?
And would it not be nicer
For you to smile than pout,
And so make sunshine in the house
When there is none without?

Suppose your task, my little man,
Is very hard to get,
Will it make it any easier
For you to sit and fret?
And would it not be wiser,
Than waiting like a dunce,
To go to work in earnest,
And learn the thing at once?

Suppose that some boys have a horse,
And some a coach and pair,
Will it tire you less when walking
To say "It isn't fair?"
And would it not be nobler
To keep your temper sweet,
And in your heart be thankful
You can walk upon your feet?

And suppose the world don't please you,
Nor the way some people do,
Do you think the whole creation
Will be altered just for you?
And isn't it, my boy or girl,
The wisest, bravest plan,
Whatever comes or doesn't come,
To do the best you can?

EDITOR'S NOTE. The above beautiful poem by Phoebe Cary was kindly sent to the "Book of the Royal Blue" for re-publication by Miss Mary R. Wolfe, of Hackettstown, N. Y., for whom Miss Cary wrote it. Miss Wolfe holds the original manuscript.



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE only woman absolutely necessary to a man's happiness is the one who helps him in the realization of his ambition.

OH God of Grace, spare us the Golden Rule, when fate demands we tutor to a fool.

IT is far better sometimes that we should heal with lies than wound with truth.

THE composite parts of ideal love consist of about nine-tenths of unselfishness and one-tenth of faith.

Too many of us wear the bouquet of life until it fades, and then lay the dead flowers before the altar of Heaven.

THERE is an abundance of gentility answering the call-bells of stolen prosperity.

VANITY out-lives every other emotion and kills in its life many more valuable traits of character.

MANY mothers instruct their daughters to disregard apparent duties, and then breathe prayers in gilded churches asking God to stand between their advice and its result.

MEN can only make a position out of their job after ability has established them in it as a necessary fixture.

THERE is no balm on earth, or in Heaven, for those who sigh and nurse their self-made wounds.

REAL refinement is the result of several generations of self-sacrifice laid upon the altar of integrity.

"If consistency is a jewel," what a rare gem it must have become.

SOME of us lose in the possession of affection that which we most worked for in its anticipation.

STOLEN silks upon the polluted bodies of social parasites blush before the honest linen of good birth and earnest effort.

WHEN one fool asks another fool's advice we are liable to hear of a twin disaster in ideas.

To nurse a mental wound does about as much good as to imitate a physical one.

THAT LITTLE MOTHER OF OURS.

BY ARTHUR G. LEWIS.

That dear little unselfish mother of ours,
No other her sweetness and virtue possess.
The kisses she gave us in childhood's bright hours
Still breathe benediction with every caress.
She guided the way from our earliest care,
While teaching the mystery of Heaven and prayer.
And found in her love some faith-leading way,
Through nighttime and fear, to the dawning of day.

In the hour of temptation her memory has been
The one light that led through the highway of sin.
And for things that we did, which had never been done,
Had we not remembered that we were her son.
To her be the honor, the love and the light,
That fashioned our pathway to effort and right.
God grant the pure laurels of glory she wears,
That dear little unselfish mother of ours.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

| EFFECTIVE MAY 27, 1908. | | | | | | | | | | |
|----------------------------------|------------------|---------------------------------------|-------------------|-----------------------------|------------------|--|------------------|------------------|------------------|------------------|
| EASTWARD | | | | | | | | | | |
| | No. 504 DAILY | No. 526 EXCEPT SUNDAY 5 HOUR | No. 522 SUNDAY | No. 528 EXCEPT SUNDAY | No. 502 DAILY | No. 524 "ROYAL LIMITED" DAILY 5 HOUR | No. 506 DAILY | No. 510 DAILY | No. 540 DAILY | No. 512 DAILY |
| LV. WASHINGTON | 7.00 AM | 9.00 AM | 9.00 AM | 11.00 AM | 1.00 PM | 3.00 PM | 5.00 PM | 8.00 PM | 11.30 PM | 2.57 AM |
| LV. BALTIMORE, CAMDEN STATION | 7.55 | 9.50 | 9.52 | 11.50 | 1.55 | 3.48 | 6.00 | 9.00 | 12.39 | 3.51 |
| LV. BALTIMORE, MT. ROYAL STATION | 8.00 | 9.54 | 9.57 | 11.54 | 1.59 | 3.52 | 6.05 | 9.05 | 12.44 | 3.55 |
| AR. PHILADELPHIA | 10.15 | 11.52 | 12.11 | 2.02 | 4.05 | 5.50 | 8.19 | 11.45 | 3.05 | 6.00 |
| AR. NEW YORK, LIBERTY STREET | 12.35 | 2.00 | 2.30 | 4.15 | 6.30 | 8.00 | 10.40 | 3.20 | 5.40 | 8.32 |
| AR. NEW YORK, 280 STREET | 12.45 | 2.10 | 2.40 | 4.25 | 6.45 | 8.10 | 10.50 | 6.33 | 8.33 | 8.43 |
| | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

| EFFECTIVE MAY 27, 1908. | | | | | | | | | |
|----------------------------------|------------------|-----------------------------|------------------|------------------|----------------------------|--|------------------|------------------|------------------|
| WESTWARD | | | | | | | | | |
| | No. 505 DAILY | No. 517 EXCEPT SUNDAY | No. 501 DAILY | No. 507 DAILY | No. 527 DAILY 5 HOUR | No. 509 "ROYAL LIMITED" DAILY 5 HOUR | No. 508 DAILY | No. 511 DAILY | No. 515 DAILY |
| LV. NEW YORK, 280 STREET | 11.50 PM | 7.50 AM | 9.50 AM | 11.50 AM | 1.50 PM | 3.50 PM | 5.50 PM | 8.50 PM | 11.50 PM |
| LV. NEW YORK, LIBERTY STREET | 12.15 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 6.00 | 7.00 | 12.15 |
| LV. PHILADELPHIA | 7.40 | 10.27 | 12.30 | 2.14 | 4.16 | 6.12 | 8.35 | 9.30 | 8.85 |
| AR. BALTIMORE, MT. ROYAL STATION | 9.48 | 12.49 | 2.43 | 4.14 | 6.09 | 8.09 | 10.55 | 11.32 | 6.00 |
| AR. BALTIMORE, CAMDEN STATION | 9.52 | 12.53 | 2.47 | 4.18 | 6.13 | 8.13 | 11.00 | 11.36 | 6.05 |
| AR. WASHINGTON | 10.50 | 1.50 | 3.50 | 5.20 | 7.00 | 9.00 | 12.10 | 12.31 | 7.25 |
| | AM | PM | PM | PM | PM | PM | AM | AM | AM |

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

| WESTWARD | No. 1 LIMITED DAILY | No. 7 EXPRESS DAILY | No. 9 EXPRESS DAILY | No. 8 EXPRESS DAILY | No. 5 LIMITED DAILY | No. 55 EXPRESS DAILY | No. 11 PITTSBURG LIMITED | No. 15 EXPRESS DAILY |
|----------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------------|----------------------------|
| LV. NEW YORK, 280 STREET | 9.50 AM | 11.50 AM | N 3.50 PM | 5.50 PM | 11.50 PM | 11.50 PM | 6.50 PM | |
| LV. NEW YORK, LIBERTY STREET | 10.00 AM | 12.00 PM | N 4.00 PM | 6.00 PM | 12.15 PM | 12.15 PM | 7.00 PM | |
| LV. PHILADELPHIA | 12.30 PM | 2.14 PM | 8.12 PM | 8.35 PM | 7.40 AM | 7.40 AM | 9.30 PM | |
| LV. BALTIMORE, MT. ROYAL STATION | 2.43 PM | 4.14 PM | 8.09 PM | 10.55 PM | 9.48 AM | 8.45 AM | 11.32 PM | |
| LV. BALTIMORE, CAMDEN STATION | 3.00 PM | 4.30 PM | 8.00 PM | 11.10 PM | 10.00 AM | 9.00 AM | 11.41 PM | |
| LV. WASHINGTON | 4.05 PM | 5.30 PM | 9.10 PM | 12.45 PM | 11.00 AM | 10.05 AM | 12.40 AM | |
| AR. DEER PARK HOTEL | 10.12 PM | 11.39 PM | | 7.04 AM | 6.27 PM | 4.41 PM | | |
| AR. PITTSBURG | | | 6.45 AM | 7.45 PM | | | 9.00 AM | LV 5.10 PM |
| AR. CLEVELAND | | | 12.00 PM | | | | | 9.50 PM |
| AR. WHEELING (EASTERN TIME) | | 5.35 AM | | | | 10.30 PM | | LV 4.20 PM |
| AR. COLUMBUS (CENTRAL TIME) | | 5.50 AM | | | | | | 9.20 PM |
| AR. OHIOAGO | | 5.30 PM | | | 9.00 AM | | | 7.30 AM |
| AR. OINOINNATI | 8.05 AM | | | 5.35 PM | | 2.35 AM | | |
| AR. INDIANAPOLIS | 10.55 AM | | | 11.50 PM | | 10.55 AM | | |
| AR. LOUISVILLE | 11.50 AM | | | 9.30 PM | | 7.10 AM | | |
| AR. ST. LOUIS | 5.27 PM | | | 7.28 AM | | 1.40 PM | | |
| AR. OHATTANOOGA | 6.15 PM | | | 6.30 AM | | | | |
| AR. MEMPHIS | | | | 8.25 AM | | | | |
| AR. NEW ORLEANS | 8.45 AM | | | | | | | |

A—Train No. 5 makes connection at Cumberland. † Except Sunday.
Through Pullman Sleepers to all points. N—Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

| EASTWARD | No. 2 LIMITED DAILY | No. 4 EXPRESS DAILY | No. 6 LIMITED DAILY | No. 8 EXPRESS DAILY | No. 10 EXPRESS DAILY | No. 12 DUQUESNE LIM. DAILY | No. 14 EXPRESS DAILY |
|----------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------------|----------------------------|
| LV. OHIOAGO | | | 5.30 PM | 10.40 AM | | | 8.30 PM |
| LV. COLUMBUS | | | | 7.00 PM | | | |
| LV. WHEELING (EASTERN TIME) | | 5.00 PM | | 12.25 AM | | | 10.55 AM |
| LV. CLEVELAND | | | 11.30 PM | | 3.00 PM | | |
| LV. PITTSBURG | | | 8.00 AM | | 9.30 PM | 6.30 PM | 1.15 PM |
| LV. ST. LOUIS | * 9.00 AM | 2.05 AM | | | | 9.29 PM | |
| LV. LOUISVILLE | * 2.10 PM | 8.10 AM | | | | 2.50 AM | |
| LV. INDIANAPOLIS | * 2.55 PM | 7.35 AM | | | | 4.30 AM | |
| LV. OINOINNATI | * 6.35 PM | 12.10 PM | | | | 8.00 AM | |
| LV. NEW ORLEANS | | 7.30 PM | | | | | |
| LV. MEMPHIS | | 8.40 PM | | | | 12.45 PM | |
| LV. OHATTANOOGA | 5.20 AM | 10.25 PM | | | | | |
| LV. DEER PARK HOTEL | 6.44 AM | 12.38 AM | 10.25 AM | 6.14 AM | 6.41 AM | 8.41 PM | 4.36 PM |
| AR. WASHINGTON | 12.40 PM | 6.30 AM | 4.42 PM | 12.30 PM | 6.41 AM | 2.42 AM | 10.25 PM |
| AR. BALTIMORE, CAMDEN STATION | 1.47 PM | 7.50 AM | 5.50 PM | 1.47 PM | 7.50 AM | 3.47 AM | 11.30 PM |
| AR. BALTIMORE, MT. ROYAL STATION | 1.59 PM | 8.00 AM | 6.05 PM | 1.59 PM | 8.00 AM | 3.55 AM | 12.44 PM |
| AR. PHILADELPHIA | 4.05 PM | 10.15 AM | 8.19 PM | 4.05 PM | 10.15 AM | 6.00 AM | 3.05 AM |
| AR. NEW YORK, LIBERTY STREET | 6.30 PM | 12.35 PM | 10.40 PM | 6.30 PM | 12.35 PM | 8.32 AM | 5.40 AM |
| AR. NEW YORK, 280 STREET | 6.45 PM | 12.45 PM | 10.50 PM | 6.45 PM | 12.45 PM | 8.43 AM | 6.33 AM |

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR" BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Observation Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Buffet Drawing Room Sleeping Car Cleveland to Chicago. Parlor Car Cumberland to Pittsburg.

No. 55. Buffet Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Baltimore. Drawing Room Sleeping Car Wheeling to Washington. Drawing Room Sleeping Car Deer Park to Pittsburg Monday morning. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Sleeping Car Pittsburg to Deer Park every Friday night.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets (Y. M. C. A. Building), G. D. ORAWFORD, City Ticket Agent; G. W. SQUIGGINA, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station.
BELLAIRES, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 380 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BARKLEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. McGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 490 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. O. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANEHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., 109-119 Stimson Block, PETER HARVEY, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent.
EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent; F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OSTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; B. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 12th and Chestnut Streets, C. E. WATERS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3056 Market Street, UNION TRANSFER CO., Ticket Agents. 603 5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BARKLEY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 408-57 5th Avenue, W. A. PRESTON, City Ticket Agent; A. J. SMITH, City Passenger Agent. 606 Smithfield Street, J. V. McCOORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & CO., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 501 Ashbury Street, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLERVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; F. W. AMAOK, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUNTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BAUGHMAN, Passenger Agent; H. R. HOWSER, Ticket Agent. 615 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Station, New Jersey Avenue and O Street, S. E. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent; McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

| | |
|--|--|
| C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md. | B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill. |
| D. H. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md. | |

GENERAL OFFICES: MARYLAND TRUST BUILDING.



The Dining Car Service OF THE *Baltimore & Ohio Railroad*

It is unexcelled. If you have any doubts, investigate it for yourself and draw your own conclusions. The Railway Company operates it, looks after details; likes to receive compliments if it pleases; and complaints if it does not.

The service is a la carte when it is deemed advisable, and table d'hôte when the hours suggest a full course dinner.

The menu and service throughout is operated for the benefit and pleasure of our patrons. If it can be improved in any way we will be glad to receive suggestions.

E. V. BAUGH,
Superintendent Dining Car Service
Baltimore & Ohio Railroad.



Deer Park Hotel

DEER PARK, MARYLAND



September is Most Delightful at this Famous Resort in the Alleghenies

This well-known hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will remain open throughout September. The thirty-third year of this beautiful mountain resort finds it more prepossessing and enjoyable than at any time in its history.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility — only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six and a quarter hours from Washington; six hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager,
Deer Park, Md.

Baltimore & Ohio

The "Royal Limited," finest daylight train in America. Runs daily between New York, Philadelphia, Baltimore and Washington. All Pullman train. Cafe-Smoking Car, Drawing-Room Parlor Cars, Observation Car, Dining Car. Leaves New York 4.00 p. m. Leaves Washington 3.00 p. m. No extra fare other than regular Pullman charge.



FROM

CHICAGO

Grand Central Station
FIFTH AVENUE and HARRISON STREET

DAILY

No. 8

Leave 10.40 am

**NEWARK
COLUMBUS
WHEELING
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
AKRON (Ex. Sun.)
CLEVELAND (Ex. Sun.)
YOUNGSTOWN (Ex. Sun.)**

Through Coaches
Drawing-room
Sleeping Cars
New York
Dining Cars

RETURNING

No. 7

Arrive 5.30 pm

DAILY

No. 6

Leave 5.30 pm

**AKRON
YOUNGSTOWN
PITTSBURG
CONNELLSVILLE
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK**

Through Coaches
Drawing-room
Sleeping Cars
Pittsburg
New York
Observation Parlor
Cars
Dining Cars

RETURNING

No. 5

Arrive 9.00 am

DAILY

No. 14

Leave 8.30 pm

**AKRON
CLEVELAND
YOUNGSTOWN
PITTSBURG
COLUMBUS
WHEELING
CONNELLSVILLE
CUMBERLAND**

Immediate connections Baltimore and New York
Through Coaches
Drawing-room
Buffet Sleeper
Cleveland, Pittsburg and Wheeling
Buffet Parlor Car
Pittsburg and Cumberland

RETURNING

No. 15

Arrive 7.30 am



LOW RATE ONE-WAY COLONIST FARES

TO PRINCIPAL POINTS IN

Arizona,
British Columbia,
California,
Colorado,
Mexico,

Montana,
Nevada,
New Mexico,
Oregon,
South Dakota,

Texas,
Utah,
Washington,
Wyoming.

ON SALE DAILY

UNTIL OCTOBER 30, 1906

For tickets and full information call on or address Ticket Agents
BALTIMORE & OHIO RAILROAD

Baltimore & Ohio



The Jamestown Exposition

COMMEMORATING THE

Three Hundredth Anniversary

OF FIRST SETTLEMENT OF

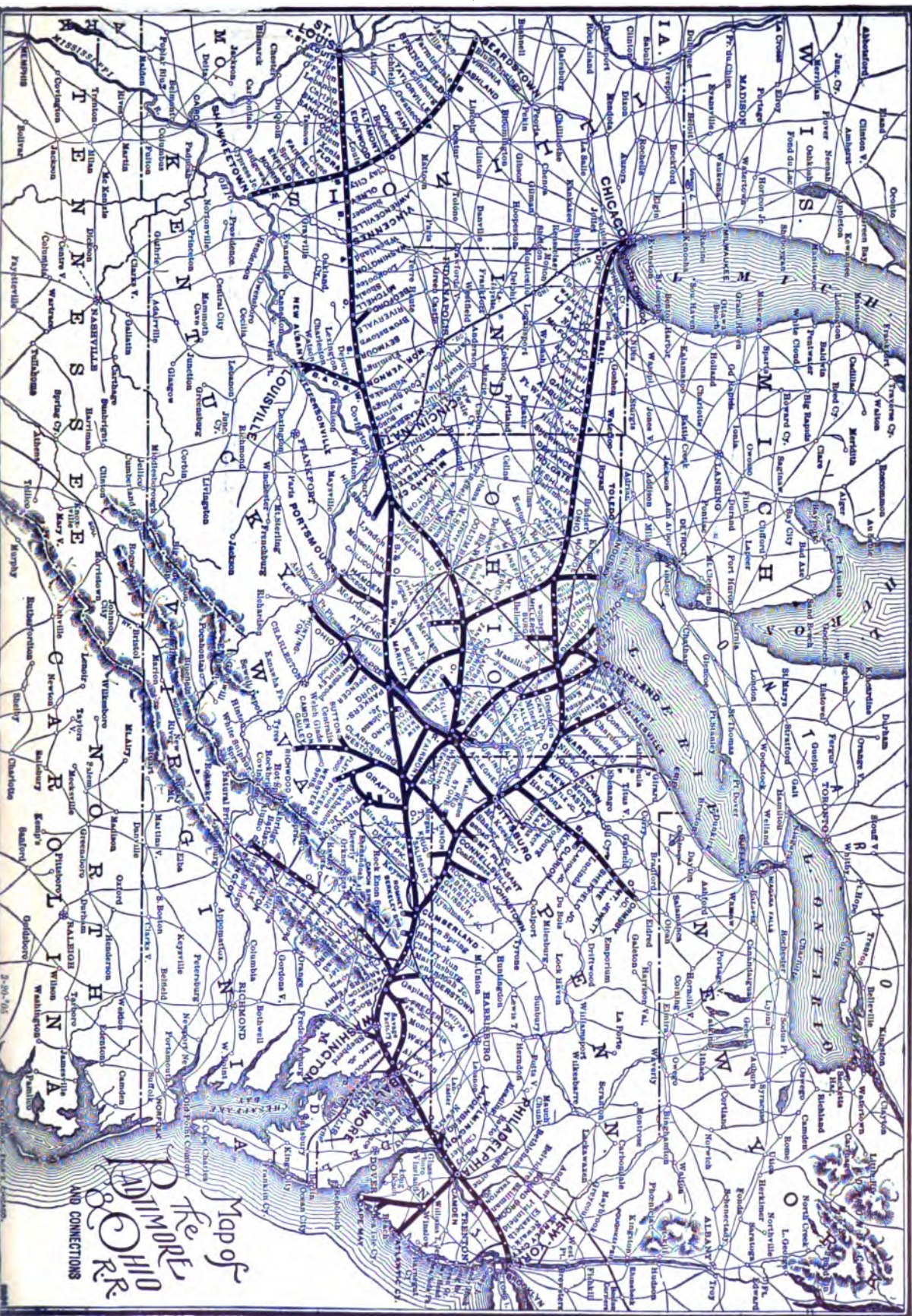
English-Speaking People in America

WILL BE HELD AT

NORFOLK, VIRGINIA, May 1 to November 1, 1907

PRESENTING IN CONNECTION THEREWITH AN

INTERNATIONAL NAVAL, MARINE
AND MILITARY CELEBRATION



Baltimore & Ohio R.R.

EAST AND WEST



CALENDAR - 1906



| JANUARY | | | | | | | FEBRUARY | | | | | | | MARCH | | | | | | | APRIL | | | | | | |
|-----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAY | | | | | | | JUNE | | | | | | | JULY | | | | | | | AUGUST | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SEPTEMBER | | | | | | | OCTOBER | | | | | | | NOVEMBER | | | | | | | DECEMBER | | | | | | |
| S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | 31 | | | | | 29 | 30 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ROYAL BLUE TRAINS

D. B. MARTIN
MANAGER, PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

